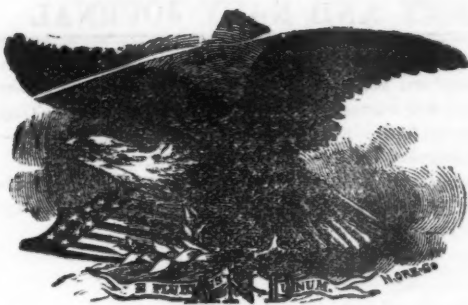


ARMY



NAVY

GAZETTE OF THE
REGULAR

JOURNAL.

AND VOLUNTEER
FORCES.

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THE MILITARY SITUATION.

IT is a gratifying circumstance that the destination of General SHERMAN's expedition is even a greater puzzle to the Rebels than it is to the people of the loyal States. It has been their boast that so extensive and perfect was their system of spies all through the Union lines, that every movement was known at Rebel headquarters almost as soon as it was planned; and it is saying no more than truth to confess that in too many instances they have made good their boast. The piles of Rebel papers now before us, declare the fact that his "mysterious movement," as they call it, is creating the utmost apprehension and alarm throughout the Rebel States. They are entirely in the dark in respect even to his whereabouts. He is reported now here, now there. At one time he is supposed to be moving rapidly upon Mobile; at another it is thought to be his intention to execute a grand flank movement on JOHNSTON'S army. It is known that General SHERMAN'S army passed through Jackson on the 5th inst., in two columns, the enemy retreating across Pearl River so precipitately, that his pontoons, two pieces of artillery and a number of prisoners fell into our hands. Our forces seized provisions of all kinds, and swept on, reaching the vicinity of Meridian in eleven days after leaving Vicksburgh. From this point, we are unable, were it admissible to do so, to lay before our readers at present, any accurate account of his progress through the enemy's territory, and can only give such scanty information as may be gathered from Rebel newspapers.

The Mobile *Tribune*, of the 11th inst., says that General SHERMAN'S forces were at Morton on the 9th; but whether they were to proceed from that point towards Meridian or Enterprise, or some point further down on the railroad, was not known. It was conjectured that one of the main objects of the expedition was the capture of Mobile; and the *Tribune* urged upon the citizens the duty of preparing for the worst. It was admitted that the city was not in a defensible state. Unlike Charleston and Vicksburgh, its natural position is not one of security against a regular siege with heavy artillery, and Major-General MAURY, who holds command there, on the 10th inst., issued an order based on information derived from General POLK, requesting all persons who could not take part in the defence of the city to leave it without delay, but the Mobile *Register*, of the same date, discredits this information, on the ground that the natural difficulties in his way were too great to overcome. The distance from Morton to Mobile is at least 160 miles; and if he should march in a direct line, he would be compelled to open new roads for the greater part of the way. The country is destitute of supplies, and he must therefore carry all his subsistence, and one day's heavy rain would effectually stay his progress.

An official dispatch to the Rebel War Department announced, on the 18th inst., that General SHERMAN had reached Quitman, a village on the Mobile and Ohio railroad, 100 miles from Mobile; but a close reconnaissance by General MAURY disclosed the fact that the Union forces at that place did not probably number over a thousand men, and the movement was thought to be nothing more than a raid for the purpose of destroying the tresslework of the railroad in that vicinity, while the main body of the army was thrown upon Meridian. A later report, through Union sources, says that Selma in Alabama, had fallen into the possession of our troops, though it is a matter of doubt whether they belonged to SHERMAN'S or to SMITH'S expedition.

Our readers will find the subject of this great movement more fully discussed in our editorial columns. For its results, they must await with patience the developments of time.

ADVICES from General SMITH'S cavalry expedition up to the 17th, represent that he found the Tallahatchie River guarded for fifteen miles in front of Holly Springs, as FORREST expected that he would attempt to effect a passage near that place. While his advanced brigade of infantry occupied the enemy's attention from the side, he moved east with cavalry to New Albany, where he expected to cross on the 16th, but was delayed twenty-four hours by the movements of General WARING'S brigade. On the 17th he entered Potomac, where skirmishing was still in progress when the couriers left with dispatches. His command were in excellent condition, and felt confident of achieving a complete success.

THE Rebel War Department has received an official dispatch from Mobile stating that the Union forces had made a bloodless demonstration with gunboats and a land force at Grant's Pass, about 35 miles from Mobile. Grant's Pass is an artificial cut into Pascagoula Bay, and there was an apprehension that the Union forces were attempting this approach from BANKS' lines and from the Mississippi River. Stormy weather appears to have intervened and occasioned a delay in active operations; but there is no question that Admiral FARRAGUT was prepared for an attack upon Mobile, and that he was only waiting for favorable weather to give the Rebels a taste of the dash and fire which carried him past the Rebel forts on the Mississippi and compelled the surrender of New Orleans.

GENERAL GILLMORE and staff returned to Port Royal on the 15th from the Florida expedition. The expedition was a complete and important success. We learn from General GILLMORE'S official report that a portion of his command under Brigadier-General SEYMOUR, conveyed by the gunboat *Norwich*, Captain MERRIAM, ascended the St. John's River on the 7th inst. and landed at Jacksonville on the afternoon of the same day. The advance, under Colonel GUY V. HENRY, pushed forward into the interior on the night of the 8th, passed by the enemy, drawn up in line of battle at Camp Vinegar, seven miles from Jacksonville, surprised and captured a battery three miles in the rear of the camp about midnight and reached Baldwin about sunrise. At the approach of our troops the enemy fled, sunk the steamer *St. Mary's*, and burned 270 bales of cotton a few miles above Jacksonville. Our forces captured, without the loss of a man, about 100 prisoners, eight pieces of artillery in serviceable condition, and a large amount of other valuable property. The forces were still pushing on

through the State, and no portion of the expedition had returned.

THERE was some skirmishing with the enemy before Chattanooga on the 23d inst. General PALMER succeeded in driving him to Tunnel Hill, Georgia, when he made a stand, opening heavily upon our troops with field-pieces.

A BATTALION of the 11th Tennessee Cavalry, stationed on the Virginia road about five miles east of Cumberland Gap, were surprised and surrounded by a large force of Rebel cavalry at daylight on the 22d inst. Most of the command were captured. At the same time the Rebels attacked our outposts at Powell's Bridge on Tazewell road, five miles south, consisting of 50 men in charge of Captain PICKERING, 24th Kentucky Infantry, supported by a block house. The Rebels were repulsed three times, when Captain PICKERING with his men were withdrawn to prevent their being cut off from the Gap.

WE regret to find that some misapprehension has been occasioned by the incautious wording of a sentence in the article on the Naval Academy at Newport, which appeared in this journal a few weeks since. In speaking of the difficulties surrounding the Superintendent of the Academy, at the commencement of the Rebellion, owing to the fact that he scarcely knew whom he could trust, we did not suppose that we should be thought to refer to officers of the Academy. Among them were men whose history, both before and since this Rebellion, has shown how worthy they were of confidence, both as officers and as citizens; and it was to their coöperation with the plans of the Superintendent that the safety of the Academy was, in large measure, owing. We regret that anything in our article should have been construed to convey a different impression.

LIEUTENANT COMMANDER DAWSON PHENIX, U. S. N., died on the 20th, in Philadelphia, aged 36 years. His funeral took place on Monday, from the Washington House, and his remains were followed to their last resting place by a large concourse of naval officers and others. Lieutenant Commander PHENIX entered the naval service on the 30th of September, 1841, having been appointed from Maryland, his native State. His first orders were to the *razeo Independence*, 54, then attached to the Home Squadron. In 1843, he joined the frigate *Savannah*, 44, Captain ANDREW FITZHUGH, of the Pacific Squadron. Subsequently he was transferred to the frigate *Brandywine*, 44, making the cruise in her. He returned in November, 1845, and awaited orders until 1846, when he was ordered to the steamer *Princeton*; he was detached from her in July, 1847, and ordered to the naval school preparatory to promotion. He was a passed midshipman in 1848, and in 1849 he was ordered to the store ship *Relief*. From her he was detached in April, 1849, and ordered to duty in the Coast Survey, where he remained until July, 1850, when he was ordered to the frigate *Raritan*, 44, but was transferred to the sloop *St. Marys*. In 1852 he was detached from that vessel and ordered to the Observatory at Washington, where he remained until October, 1853, when he was sent to the receiving ship, at Philadelphia. From her he was again ordered to Coast Survey duty. He was promoted to a lieutenant, September 15, 1855. In 1856 he received orders to the store ship *Fredonia*, at Valparaiso, and he remained in her until ordered to the steam sloop *Lancaster*, in 1860, on which he served until ordered home in 1861, when he was promoted to be a lieutenant commander, and ordered to ordnance duty at Old Point Comfort, Va. He served his country faithfully for twenty-one years, and out of that time was at sea over thirteen years. He was ordered a few months ago to the command of the gunboat *Pocahontas*. He has left behind him a large circle of friends, and the Navy will feel his loss deeply.

THE MILITARY SYSTEMS OF EUROPE.

THE FRENCH SYSTEM.

THE lectures of Prof. J. VIAL before the French "Ecole Militaire d'application d'Etat-Major," of which a second edition was published in 1863, furnish the latest and most comprehensive information concerning the existing military institutions of Europe and the principles on which they are founded. Our own war has largely increased the study of foreign military systems, and the imminence of great conflicts between the European powers excites additional interest in them. We propose to give, in a few articles, an abridged translation of those parts of M. VIAL's lectures which will furnish the most desirable information concerning the vast permanent military organizations and the accumulations of resources which these powers possess.

M. VIAL divides military history into two great periods—the ancient and the modern—the line of division being the middle of the 14th century. It is unnecessary to review the former period; in the latter, the existing system of modern armies has been gradually created. A regular organization succeeded the feudal system, and the infantry, which had been despised by the Knights of the middle ages, again rose into importance. In 1445, CHARLES VII. formed the first regular army establishment. Some years later CHARLES VIII. marched into Rome with a powerful and well-organized army, accompanied by a large train of artillery. Artillery acquired a prominent importance; although the pieces were clumsy they made great havoc among infantry, which was still armed with pikes, and formed masses many ranks in depth. Small arms were still less manageable than the cannon, and at the commencement of the 16th century the proportion of arquebuses to lances was only 1 to 10.

Improvements continued in the 16th century. The musket succeeded to the arquebuse; the number of ranks of infantry was reduced from ten to six; regiments were organized by HENRY II., and brigades by GUSTAVUS ADOLPHUS. Finally, in the 18th century, bayonets were invented and pikes were abandoned. This is the true epoch of the modern military system which, under the wars of the French Republic and Empire acquired nearly its present perfection. The number of ranks in the line of battle was gradually diminished, until NAPOLEON at Leipzig reduced them from three to two—the formation since retained.

The military systems of nations are based on these seven principal elements:—A permanent army, national reserves, methods of recruiting, means of discipline, principles of instruction, rules of administration, and military establishments. Each of these is discussed. The strength of a permanent army for any power is to be deduced from considerations of the population and its pursuits, the revenues, extent of frontiers, the strength and disposition of neighboring powers, and the qualities of the people. Experience has shown that the computation of a proper strength for a permanent army varies among the nations of Europe from 1-60 to 1-200 of the population; the best proportion is about 1-100, and is the one adopted in France, Austria and Prussia. The strength of the armies of the principal powers is about 400,000 on the peace footing. The effective "mean" for war is one-third more, or 600,000: while the maximum strength to be drawn from the population must be determined by the nature of the emergency. The highest proportion is about one-fifth or one-sixth, but in France it has never reached above 1-25 or 1-26. This was in 1793, when the nation had 1,200,000 men under arms.

It is unnecessary to follow the author in the discussion of the remainder of the seven elements noted. We will proceed to give a detailed account of the composition of the French army.

The population of France, according to the census of 1862, is 37,382,225; including Algeria, it can be called 40,000,000. The frontiers, except upon the north, are designated by nature, and covered by respectable obstacles. The annexation of Nice and Savoy gives upon the side of Italy a natural frontier. The State is compact and homogeneous, the inhabitants speaking the same language, professing the same religion, and habituated for a long time to live under the same Government.

The public force of France presents three principal elements:—The permanent army, the reserve, and the national guard.

The effective of the permanent army is about 400,000 on the peace footing, and on the war footing 600,000—the reserve being about 200,000.

The *Etat-Major-General* comprises the Marshals of France, of whom the number is six in time of peace and twelve in time of war; eighty generals of division and 160 generals of brigades. These three classes of generals command the great fractions of the army—armées, army corps, divisions and brigades. In most European armies there are special generals for the corps, but in the French system the corps are commanded indifferently by either the marshals or generals of divisions.

Then comes the *Etat-Major*, comprising 580 officers, as follows:—35 colonels, 35 lieutenant-colonels, 110 chefs d'

escadrons, 300 captains, 100 lieutenants. The *Etat-Major-General* and the corps of *Etat-Major* form the head of the army, and connect themselves with all the arms. They form the frame (cadre) of the grand units of organization—the brigades, divisions, corps and armées.

The Imperial Guard is composed of two divisions of infantry of two brigades each, and one division of cavalry. The first division of infantry comprises—

One regiment of gendarmerie (foot).
Three regiments of grenadiers.
One regiment of zouaves.

The second division comprises—
Four regiments of voltigeurs.
One battalion of chasseurs (foot).

The cavalry division forms three brigades, as follows:—

1. A squadron of gendarmerie and two regiments of cuirassiers.
2. A regiment of dragoons and one of lancers.
3. A regiment of chasseurs and one of guides.

The artillery of the Guard is composed as follows:—

One division of foot artillery.
One regiment of mounted artillery.
One regiment of horse artillery.
One squadron of artillery train.

There is also a division of engineers, and a squadron of the train of equipages.

The French infantry (of the line) comprises—

One hundred regiments of the line.
Twenty battalions of chasseurs (foot).
Three regiments of zouaves.
One battalion of "sauteurs-pompier" (firemen).
Three battalions light infantry (d'Afrique).
Five companies of "fusiliers de discipline."
Two companies of "pionniers de discipline."
Five companies "disciplinaires des colonies."
One regiment of foreigners.
Three regiments of Algerian tirailleurs.
One company of veteran "sous-officiers."
One company of veteran fusiliers.

Each regiment comprises four battalions of six companies of which three are active and one at the dépôt.

The *Etat-Majors* of the regiments are:—A colonel, a lieutenant-colonel, three chiefs of battalions, a major, four captains, "adjudant-majors," a captain paymaster, a captain of the "habillement," an assistant to the treasurer, a standard bearer, associated with the "habillement," a surgeon of the 1st and the 2d class, an adjudant, a chief of music, having the rank of sous-lieutenant. There is also a "petit état-major" composed of four adjudants, a drum major, two drum corporals, one corporal sapper, an under chief of music, and a wagon master.

The cadre of a company comprehends:—A captain, a lieutenant, a sous-lieutenant, a sergeant-major, a quartermaster, four sergeants, eight corporals. Its effective is from 50 to 60 men in time of peace, and from 100 to 120 in time of war.

The French cavalry is composed as follows:—Two regiments of carabiniers and twelve of cuirassiers, forming the cavalry of the reserve; twelve regiments of dragoons and eight of lancers, forming the cavalry of the line; twelve regiments of chasseurs, eight of hussars and three of chasseurs d'Afrique, forming the light cavalry. There are also three regiments of Spahis for service in Algeria, and ten companies on the re-mounting service.

The *état-major* of the regiments is similar to that of the infantry, except that there are a "captain instructor," veterinary surgeons, and some other slight differences. In the squadron there are two captains, two lieutenants, three sous-lieutenants, with other subordinate officers. The effective of the squadron is from 100 to 120 men and 75 or 100 horses in time of peace, and 150 to 175 men and 125 or 150 horses in time of war. There are more officers in the cavalry than in the infantry, on account of the nature of the service, and because the officers are themselves combatants.

The *état-major* of the artillery is eight generals of division, sixteen generals of brigade, fifty colonels and fifty lieutenant-colonels, with subordinate officers. The force is composed of five regiments of foot artillery, one of pontonniers, ten of mounted artillery, four or horse artillery, twelve companies of workmen, two of armorers, six squadrons of the train, and four companies of veteran cannoners. The foot regiments have sixteen batteries, the mounted ten, and the horse eight. The *état-majors* are similar to those of the infantry and cavalry. A mounted battery on the war footing has two captains, two lieutenants, an adjudant, and the subordinate officers. The effective of the battery is about 200 cannoners and 200 horses.

The engineers have 4 generals of division, 8 generals of brigade, 26 colonels, and 26 lieutenant-colonels, with subordinate officers. The force is composed of three regiments of two battalions each, and two companies of workmen.

The *gendarmerie* is composed of 26 departmental legions, and one for Algeria; four companies of colonial *gendarmerie*; the guard of Paris and a company of veterans.

The "troupes d'administration" are composed of fifteen sections—one of workmen, one of clothing and encampment, and 13 others for clearing lands, baking, hospital attendance, &c. There is also a corps of military equipages, comprising five squadrons of four companies each, and four companies of workmen for repairs and construction.

The *état-major* of places comprises 144 commandants, 12 majors, 173 adjudants, 34 secretaries, 5 almoners.

The corps of intendants, charged with the administration of the army, comprises 8 intendant inspector-generals, 26 intendants, 150 sous-intendants, 80 assistants.

The service of health comprises 8 inspectors, 90 principals, 638 majors, and 570 aides-majors.

There are 385 veterinarians. Finally, there are officers of administration, of whom 350 are for the hospitals, 80 for clothing and encampment, 400 for subsistence, and 400 in the bureau of the intendance.

The reserves comprise the reserves of the army and the National Guard. The yearly contingent is about 100,000 men, and of this number a portion is immediately taken into the army and the remainder receive military instructions for three years (six months in all), and are then liable to be called out. The age of liability to service is twenty years, and the time of service seven years. Experience has shown that the best age for soldiers is from twenty to twenty-five years.

Horses are provided at fourteen "dépôts de remonte," which have many branches, where, under the direction of cavalry officers, horses are purchased. There are seven companies of "cavaliers de remonte" in attendance on these dépôts. Horses are also raised for the service, the Government owning several dépôts of stallions. There are also two schools for training.

The military schools are:—

1. Of La Fliche for the education of the sons of officers without fortunes, and of sous-officiers killed by the enemy.
2. Of St. Cyr, for the instruction of officers for the infantry, cavalry, and marine corps.
3. The school of the cavalry, to form instructors in that arm.
4. The staff school.
5. The polytechnic school to educate young men for different public services and for the artillery, engineers, and marine service.
6. The school of application of artillery and engineering at Metz, composed of scholars selected from the polytechnic schools, and destined to service in those branches.
7. School of medicine and pharmacy at Paris.
8. Veterinary school.
9. School of firing at Vincennes.
10. Normal gymnastic school near Vincennes.

Besides various public buildings devoted to the uses of the military department, the hotel des invalides, &c., there are the following establishments of material:

1. A central dépôt of artillery at St. Thomas d'Aquin.
2. A directory of powder and saltpetre.
3. Fourteen schools of artillery.
4. Five manufactories of arms.
5. Various forges under the inspection of artillery officers.
6. Three foundries, at Douay, Strasbourg, and Toulouse.
7. Eight powder manufactories and five refineries of saltpetre.
8. A cap factory at Paris.
9. A school of pyrotechny at Metz.
10. Arsenals where are constructed and preserved matériel.

The engineers charged with the barracks and military places have—

1. Barracks at various points, with grounds for manoeuvres. It is necessary to have them for 400,000 men and 80,000 horses in time of peace.
2. Hotels for ministers and general officers.
3. An arsenal of engineering, three regimental schools, a dépôt of fortifications, and a gallery of plans.
4. The engineers have also charge of fortified places, of which there are about 350.

MOBILE AND ITS DEFENCES.

THE important operations now in progress for the capture of Mobile, in the gathering of a large fleet of gunboats off Mobile harbor, and the march of General SHERMAN from Vicksburgh, make that place a point of so much interest at this time, that the following account of its defences and its condition will be of value and interest:

The land defences of Mobile consist of three lines of strong earthworks, extending five or six miles to the rear of the city. The first is on the southeast side, and is curved, stretching around from near the river to a considerable distance in the rear of the town. The second line is on the east side of the river, between Blakely and Mobile. Near the dépôt of the Mobile and Ohio railroad, a little way down the river, is located Spanish battery, consisting of one ten-inch gun, and three rifled thirty-two pounders. The third line is believed to be to the northwest of the city, and intended for defence against an overland force, marching towards the city from an inland direction. Along the east coast of Mobile Bay, are Pinto's battery, batteries Choctaw, Cedar Plain, Grand Spell and Lighthouse battery, each of which consists of thirty-two pound rifled cannon mounted in earthworks. The land is, however, level and low, and presents no natural advantages for a defence. Forts Morgan and Gaines, commanding the entrance to Mobile Bay, are the first obstacles that a fleet will encounter in attempting to enter from the gulf. Fort Morgan is situated on the southwestern extremity of a long spur of land, that separates Bon Secour Bay from the Mexican Gulf. This commands the two easterly channels of entrance, while the western one, and Grant's Pass, are immediately under the guns of Fort Gaines, a casemated fortification. Between the forts and the city, the channels are obstructed by lines of stout spiles driven in the mud, and a sloop loaded with stone is stationed immediately in the centre of the channel that runs through Dog River Bar, ready to be sunk on the passage of the forts. In the Mobile River, considerably above the city, an iron-clad ram and four wooden gun-boats are afloat. The iron-clad, according to the Confederate journals, is a failure, and little reliance is placed upon it.

The harbor of Mobile is generally shallow, and it was customary for heavy shipping to anchor just inside of Dauphine's Island, near the entrance to the bay, and some twenty-eight miles from the city. Steamers, however, being more easily managed, were admitted under the guidance

of skillful pilots, and even sailing vessels of six or seven hundred tons could approach the city.

Commercially considered, Mobile is the natural entrepôt and dépôt for the great cotton and agricultural district drained by the Alabama, Tombigbee and Black Warrior Rivers and their tributaries, and of the country traversed by the Mobile and Ohio Railroad, including a great part of Alabama and Mississippi, and a part of south eastern Georgia. Before the war broke out, Mobile ranked as the third exporting city of the United States, New York and New Orleans only taking precedence. The valley of Alabama is one of the most fertile regions of North America, and the mineral resources of the State include vast beds of iron ore, bituminous coal, gold, manganese, marble, galena, limestone and oolites.

CORRESPONDENCE.

BLOCKADE RUNNING.

To the Editor of the Army and Navy Journal:

SIR:—There is occasionally something irresistibly droll about the legislation which the Rebel Congress takes the trouble to perpetrate. A few days ago, for instance, it passed a bill prohibiting the exportation of cotton, tobacco, naval and military stores, molasses, sugar or rice, under the penalty of forfeiture "of any vessel, or vehicle, or any slaves or animals engaged in the transportation thereof;" and inasmuch as it is a poor rule which does not work both ways, the same sapient legislators soon followed up this measure with a bill prohibiting the importation of certain luxuries out of the Confederate States, after the first of March next. By a curious coincidence the very day the Richmond papers containing these measures reached the North, we received information that Admiral Lee's Squadron off Wilmington, N. C., had, during the first fortnight of February, destroyed four of the fleetest blockade runners in the Rebel service—the *Dee*, the *Nutfield*, the *Wild Dayrell*, and the *Fanny and Jenny*. Putting these facts together, it looks very much as if the Rebel Congress had been devoting its leisure lately to the study of Esop's fables, and had just reached that of the "Fox and the Grapes." With more than lupine sagacity, however, the Confederates not only declare these "luxuries" "sour grapes"—they go so far as to make the plucking of them through the blockade "a high misdemeanor," punishable by fine and imprisonment. The laws to which we refer authorize Mr. Davis to grant permits for the shipment of cotton and other Southern staples; but if our cruisers off Wilmington maintain their vigilance, we apprehend that permits to run the blockade which may bear Mr. Davis's signature, will have to be countersigned by Admiral Lee before they can be made available; and then the destination of the vessels will be changed to New York or Boston from Nassau or Liverpool. By the way, how is it that the daily journals, which are so ready to abuse Secretary Welles when a blockade runner slips through our squadrons along the Southern coast, can never find opportunity or space to praise his efficiency and that of his Admirals?

THE REGULARS ENLISTED IN 1860.

To the Editor of the Army and Navy Journal:

SIR:—Just now when Congress is doing all it can to legislate bounties and increase of pay to colored soldiers, which is nothing more than justice, and should have been allowed them when first accepted as soldiers, cannot there be found one Congressional individual who still retains some little sympathy for the white soldiers, to propose that justice shall be done a certain class of soldiers of the regular army? I allude to the men who enlisted in 1860, before the rebellion. These men enlisted for five years, and have now served between three and four years; have fought through nearly all the heavy battles in the different sections of the country, cheerfully and bravely sustaining the honor of their country's flag on every hostile occasion; and have suffered every hardship incident to the active life of the soldier in the field. For all this, I am sorry to say, they have gained nothing more than the rather unsubstantial satisfaction of knowing that they have faithfully served their country in her hour of need. It may be said that this is all the true soldier and patriot could desire; and I would agree with that assertion, were all of our benevolent uncle's nephews left to find the same sentimental reward. But such is not the case, as the following will show:—Our brethren who enlisted in 1861 obtained the one hundred dollars bounty, besides the advantage of a shorter term of service (three years); and, in addition, all those whose term of service expires this year are permitted by a late order to re-enlist and obtain the Government, State and local bounties, amounting in the aggregate to \$777, while we of '60, who have served nearly twice as long as these fellows, and have gone through much more service than many of them, are denied the privilege of re-enlisting, whereby we would at least be placed on a footing with our more favored brothers in arms, and that because we are fast and cannot help ourselves. We appeal to you, Mr. Editor, in the hope that you may be able to bring the matter before the proper authorities, so that while justice is being done the negro soldiers, the old '60 men may obtain the same.

ONE OF THE '60 MEN.

FORT HAMILTON, N. Y., Feb. 17, 1864.

THE GROG RATION IN THE NAVY.

To the Editor of the Army and Navy Journal:

SIR: In looking over your valuable paper of the 30th ult., I find an excellent article from the pen of "Quarter Deck," in which he says, he and others approve of my former letter, with one exception; what that is I know not. In regard to the grog ration he says that I give him to understand that I do not advocate its restoration in the Navy. That as far as my own person is concerned is true, as my duties are such that I do not require much stimulants. But I most heartily agree with "Quarter Deck," that the men, the seamen, the bone and sinew of our ships of war, ought to be allowed to have their gill of whiskey per day. Dur-

ing fifteen years' sea-service in our ships of war, I have seen our old tars encouraged to endure these hardships by a friendly act of the captain calling all hands to splice the main brace. I have seen my ship ashore for days. I have ridden out hurricanes and gales in all the oceans known in the world. I have seen my ship-mates wet through and through off Cape Horn and other places. I have seen them kept up all night while riding out a hurricane at sea, with no sails set, and have seen them cheerfully submitting to all other hardships and suffering; and why? because they knew that their captain appreciated such noble conduct, and the old iron-bound gray tub was got up and all hands invited to take a glass (one half gill) of whiskey,—this put new life into the men, and their duties were quickly and well done without a murmur. This is not the case now-a-days, as "Quarter-Deck" states. I repeat, that nearly all of the "old men" of wars-men have left the Navy, and the larger part of the men now in the Navy are hardly fit to man a common mud scow, and how is this? Because time after time, and by little at a time, all the little privileges which were formerly allowed them have been taken away. 1st, the gill of whiskey is taken away. 2d, the men always were allowed to go on shore as often as once in three months, now they are very fortunate if they get a chance to go once during an absence of one and two years, even in the ports which are firmly held by our forces; and again, the pay for a common seaman which is only eighteen dollars per month, is hardly enough to furnish him with decent clothing (in a former letter by some error the pay \$18 per month read as if it was \$26 per month, this was either an error of the printer or my own which escaped my eye.)

I now give "Quarter-Deck" to understand that I do not ask for the grog ration to be restored for my own personal benefit. But in behalf of our noble old tars who have grown gray in the service, I say to Congress, and to all, to give the old sailors their grog. I defy any officer or man, to say that he ever saw a sailor drunk or getting into difficulty from drinking the paltry amount of one gill of whiskey per day. Again, I say that the restoring of the grog and the increase of the pay will be the means of bringing back hundreds, yes, thousands, of our best old men-of-wars-men to their first love, the Navy. If this is not done, I fear that as fast as the ships come home the old veterans, the bone and sinew of the Navy, will leave it and join the merchant service, or join to the Army, where thousands of these are now serving; men too who are sadly missed, and are now badly wanted by the honorable Secretary of the Navy, to man his fleets of ships. Therefore, I say to "Quarter Deck," that with all my heart I should be glad to see Jack's grog restored, and his pay increased. I fear that unless this is done soon, the Navy will lose hundreds of good men. Give Jack his little whiskey—give him fair wages, and our ships will not long lie at the Navy Yards idle. A quick settlement of the prize cases will also have a very beneficial effect to induce seamen and good men to re-enlist. Do these things and our receiving ships will soon be filled up with good men.

W. F. P.

PAY OF THE PACIFIC SQUADRON.

To the Editor of the Army and Navy Journal:

SIR:—Having noticed frequently that you have kindly devoted a space in your journal to the various grievances of persons connected with the Army and Navy, I take the liberty of adding one more to the general catalogue of *grievols*. The officers of the Pacific Squadron that have had the misfortune to be stationed at this port have been paid in greenbacks, and, consequently, suffered much loss, owing to the depreciation thereof—averaging at least one-third of their pay; and where, as in the case of the officers of the *Saranac*, they have had to remain nearly a year, the loss is very considerable, taken in connection with the extravagant prices charged for every article necessary for subsistence and clothing. In San Francisco, U. S. legal tenders are not taken as a currency; and it is necessary, in order to pay mess, wash and clothing bills, to sell the greenbacks to brokers at a discount of about 35 per cent., thus reducing the pay of officers more than one-third. The employés of the navy yard, receiving a high rate of wages, do not take the greenbacks at par value, but at the rate of discount quoted in the San Francisco money market; thus, even the laborers receive much higher pay than many of the naval officers. The papers in this State have been teeming with statements of the liberality of Uncle Sam in advancing the pay of mechanics and others in his employ; also increasing the pay in the Revenue Service 25 per cent.; but as yet that liberality has not extended itself to officers of the Navy. Knowing that the above statements are concurred in by the officers of this Squadron, and having been desired by some of them to forward this, I trust it may find a place in your valuable journal.

AN OFFICER OF THE SARANAC.

MARE ISLAND, Jan. 22, 1864.

GENERAL McCALL'S DIVISION.

To the Editor of the Army and Navy Journal:

SIR:—Your JOURNAL of February 13th notices an "elaborate statement," supporting the conduct of McCALL's Division, at Glendale, against the purported censure cast by McCLELLAN's Report. It is painfully unpleasant to detract from the services claimed by any troops that participated in the Peninsula campaign. The practice has become so prevalent, however, (and I am sorry to add, it often meets success) to make up by popular clamor and newspaper notoriety for the shortcomings in the field, and thereby drown the voice of modest merit and grasp its credit, that it is absolutely necessary, not only for self-defence, but for the sacred truth of history, to put some check on the system. General McCALL's report of Glendale, which he supports by General PORTER's letter, giving him credit for doing that of which PORTER could know nothing, being miles away, at Malvern, and also by General MEADE's sub-report, which claims for the division what could only be true of MEADE's brigade (being on the extreme right, while the attack was made on the extreme left, the line there pierced, and crumbled from left to right). All of this worked up in the "elaborate statement" makes a piece of Mosaic more confusing to the mind's eye than faithful in historic fact.

General MEADE says:—"It was only the stubborn resistance offered by them (McCALL's Division), prolonging the contest till after dark, and checking, till that time, the advance of the enemy, that enabled the concentration, during night, of the whole Army on James River, which saved it. General PORTER says: Had McCALL not held his place on New Market Road, the line of march of the Army would have been cut by the enemy."

The "elaborate statement" says that "McCALL repulsed twenty thousand rebels under LONGSTREET and HILL;" and if McCALL did all this, I will add, that he suffered in addition, "an attack in his rear," about half-past three o'clock from BURNS' brigade, Dr. RUSSELL, KIRBY's and TOMPKINS' batteries, in the open field of Nelson's Farm; supported, about half-past four o'clock, by the two other brigades of SEDGWICK's division; which attack lasted till long after dark, with "heavy loss on both sides." If the "elaborate statement" claims for McCALL's Division, "the routing of seventy thousand rebels, notwithstanding this 'fire in the rear,'" he should bear with the report of the commanding general for simply mentioning the services of those who must have kept the division up to its work and received them, exhausted, in their arms at the moment of victory, after almost an hour of fighting.

The number of regiments thus received was ascertained by the number of regimental colors collected for the purpose of rallying the troops.

The time when the panic-stricken horses and men rushed pell mell to the rear, commenced about half-past three o'clock and continued until other matters called off the attention, such as a victorious enemy's yell. It was, in fact, the fighting of the troops at Nelson's Farm, in rear of the position lost by McCALL's left and centre, that PORTER heard at Malvern. These troops, despite the demoralizing effect of a stampede of cavalry, artillery, and infantry, in such vast numbers, breaking wildly through their lines, rendering all the attempts to rally them futile,—rushed forward to meet the advancing victorious enemy in full career,—and drove them back after McCALL's "stubborn resistance" was overcome, and, as far as he was concerned, "the line of march" was already cut—the "two wings separated," and, but for SEDGWICK's Division, the Army of the Potomac was in a perilous position. This credit so bravely won, and but barely given, in the commanding general's report, should not be stripped from them even to patch the cloak of charity. There is nothing so stubborn and sometimes so impolitic as truth. One dislikes to write and feels more loth to publish it, when it inflicts pain on others. If no claims had been made prejudicial to justice, the veil of oblivion might have fallen over the misfortunes of the past.

ONE WHO WAS THERE.

GENERAL WISTAR'S EXPEDITION.

THE following account of the recent Peninsula Expedition is sent to us by a reliable correspondent, who took part in the events he describes. It will be seen that it differs from and corrects the account published in the JOURNAL of the 13th inst. In writing at that time we had nothing to guide us but the daily newspaper reports, upon which, in the absence of just such especial and accurate information as our correspondent now sends us, we were compelled to rely. We would here suggest that officers in the Army may do much to assist us in our laborious effort to publish accurate information in regard to military movements, by sending to us either privately or for publication correct statements of facts. We are indebted to many correspondents for such information, but would be glad to receive a brief and authentic history of every military movement. Our correspondent with General WISTAR says:—

The facts are, that the expedition started from near Williamsburgh on the morning of Saturday, the 6th. The infantry and artillery commenced their march at 9 A. M., and the cavalry (under Colonel SPEAR, 11th Pennsylvania Cavalry) at 11 A. M., passing the infantry on the way, and arriving at Bottom's Bridge, fifty-four miles from their starting point, before 3 o'clock on the morning of Sunday, the 7th inst.—that is, in less than sixteen hours. The infantry and artillery under General WISTAR reached New Kent Court House, thirty-three miles from their starting point, at 3 A. M., or in eighteen hours, and, having halted only three hours, pushed on towards Bottom's Bridge. But it soon became evident from the sound of firing in front, and the reports sent back by Colonel SPEAR, that the plan to surprise the rebels at the bridge had failed, and that nothing was to be gained by forcing a passage, and General WISTAR therefore sent word to Colonel SPEAR to return. The cavalry returning met the infantry and artillery still advancing to their support, at Baltimore Cross Roads, only seven miles from the bridge, and forty-seven miles from their camp near Williamsburgh, at exactly noon on the 7th—so that the infantry column had reached forty-seven miles in twenty-seven hours, including a halt of three hours.

It is believed that this was one of the most remarkable marches of the war, having been accomplished in the middle of winter, over poor roads, and a great part of it during a cloudy and excessively dark night. The failure of the expedition was due to the discovery of our plans by the rebels through a soldier under sentence of death, who escaped from Williamsburgh, and from other sources, and not to any lack of courage or endurance on the part of the troops, to whom you will do a simple act of justice by correcting your report. I may here say that none of them came from General GILLMORE's department.

P. F. CARR, Company B, 14th Regiment, Indiana Volunteers, has invented a device for cleaning guns. It consists of a cylindrical plunger which has its periphery composed of india-rubber or other soft elastic material, coated with, or having incorporated into it, emery or other scouring or polishing material, and which is fitted with a screw and nut, by which it may be expanded circumferentially to make it fit as tightly as desired into the bore of the arm; and is furnished with a screwed socket, by which it is screwed to the ramrod when the gun requires to be cleaned.

SUBMARINE ORDNANCE.

Just as we had laid the flattering unction to our souls that though our Monitors were not available as ocean vessels, they were nevertheless very nearly perfect as harbor batteries, the practical realization of an old idea, once deemed chimerical, has deprived us of even this small measure of consolation. Till within a recent period it was supposed that the bottom of a ship was sufficiently protected against the penetration of shot by the surrounding body of water. Six feet of plating below the water line was considered amply sufficient to guard against danger in that direction; for though frigates and ships of the line have been struck in action, the damage which caused the disaster was seldom inflicted more than a foot below the water line. The experience of several centuries of naval warfare had only served to confirm the general opinion on this point. It was demonstrated in hundreds of naval engagements that round shot—and no other was in use—was unable to penetrate the water for any distance, unless fired in a direction so nearly vertical that its power as a projectile against the side of a ship was entirely neutralized. As it was clearly impossible to overcome the glancing propensities of round shot, when fired down upon the surface of the water, it became a question whether a submerged battery could not be made available. One of the first to experiment on this idea was ROBERT FULTON. This gentleman placed a five-pounder gun in a water-tight box, only the muzzle, which was protected by a water-tight tampion, protruding outside. This apparatus was deposited three feet under water, and the gun was then fired by means of a live coal dropped upon the vent through a tin tube. It was ascertained that the shot struck the bottom of the river at a distance of forty feet from the muzzle of the gun, imbedding itself in the mud and sand. No injury at all was sustained by the gun. FULTON subsequently made another trial with the same gun, using a charge of twenty-four ounces of powder. The ball penetrated a target constructed of pine logs eleven and a half inches thick, and placed at the distance of twelve feet from the muzzle of the gun. Equally favorable results were subsequently obtained with a gun carrying a hundred pound shot.

The failure to follow up these experiments, which seemed to promise results of vast importance, was due to several causes. Until quite recently it was supposed to be impossible to fire a gun under water without danger of its bursting; and even should this difficulty be overcome, it was evident that with the round shot the submerged gun could be used with effect only at very close quarters, a condition not always to be obtained with ease. But the invention of rifled cannon and elongated projectiles, introduced a new phase of the question. In swift rivalry with other nations we have built vessels which we fondly deemed impregnable; we loaded our *Monitors* our *Ironsides*, our *Ramshoes* with as a heavy burden of mail as they could carry, and it seemed at last as though the plates, under the ordinary conditions of naval warfare, could bid defiance to any guns which could be practically worked on ship-board. It was yet to be shown that the enormous guns which are capable at short ranges of smashing plates 4½ inches thick, can be used at sea, though it would be rash to say that the difficulties in the way of their use may not be overcome in time. It requires an excellent gun to penetrate such armor even at a short range, while at 700 or 800 yards, the heaviest projectiles in practical use are scarcely able to make a scar upon its surface. But while the sides of our vessels were thus amply protected, thin sheathing was regarded as sufficient protection to their bottoms. An inch of iron plating, it was thought, could laugh to scorn the force of submarine shots even at short range. This sense of security was first seriously impaired by Mr. WHITWORTH. We learn from the recently published Ordnance reports in England that this gentleman, in the winter of 1857 and the spring of 1858, carried out a series of experiments, with one of his 24-pounder howitzers to ascertain whether, when fired above water, its flat-headed shot would penetrate beneath the surface. The gun used was a brass howitzer of between 13 cwt. and 14 cwt., and but 4 ft. 8 in. long. The projectile, a shell, weighed exactly 24 lbs.; the charge employed was 2½ lbs.; the target, consisting of a wooden butt, 9 ft. high and 8 ft. wide, formed of 4 in. oak plank nailed to two vertical piles, and distant 32 yards from the battery. After the third round, the plank was doubled, making it 8 in. thick. The gun was 15 ft. above a horizontal plane passing through the foot of the butt. The shell held over a pound of powder. Disregarding the first three rounds, before the target was thick enough to enable us to draw a fair comparison between the damage done to it, and that which a ship's bottom of the ordinary strength would have suffered if in the same place, we find, in the succeeding rounds, the projectile invariably entered the water, although striking it at an angle of only 7 deg.; in most cases penetrating the target, ranging beyond it, and sinking into the mud. Take the eighth round as a specimen. The official report states, that "the shell entered the water 17 ft. from 'butt, passed through the butt about 3 ft. 6 in. from the bot-

tom, in the same direction as it was fired, entered the mud 17 ft. 6 in. beyond, and penetrated 18 ft. 6 in. into it, to a depth of 2 ft. below the surface. Total penetration through water, wood, and soft mud, 53 ft."

The results of these experiments sink into comparative insignificance before those obtained from the ARMSTRONG 110-pounder gun, fired under somewhat similar conditions. On the 20th of June, 1862, this gun was placed on a platform erected on the beach, in such a position that when the tide rose it was submerged to the depth of six feet. When the tide was out, it was loaded with service charges and service shot, the powder being enclosed in a bladder. When the gun was entirely submerged to the above depth, it was discharged, by means of a fuse, at a submerged target, distant twenty-five feet from the muzzle. The projectile, during the first few rounds, consisted of the ordinary ARMSTRONG segment shell, charged sometimes with sand, sometimes twelve pounds of powder. These missiles proved at first to be very inefficacious, the resistance of the water apparently breaking them up soon after they quitted the gun. After a while, care was taken to exclude water from the bore of the gun, by covering the muzzle with an old drum-head and canvas, well luted with white lead. The result obtained was decisive. In the language of the official report the shell, an empty one, "struck the butt 2 ft. below the point aimed at, cutting through a pile 13½ in. thick, and was picked up 3 ft. from the opposite side. The next round but one consisted of a solid shot, 17½ lbs. charge. Shot struck 6 in. to the left of the point aimed at, 4 ft. 6 in. below the surface of the water, and passed through a butt consisting of 13½ in. piles with 5 in. oak plank bolted on in front. Shot could not be found, having probably sunk to a considerable depth in the soft mud."

The subject of submarine ordnance is of great importance, not only in regard to the results already obtained, but as threatening a total revolution in the method of naval warfare, and more especially in the present system of harbor defence. In another article we shall discuss in detail the subsequent experiments with the ARMSTRONG gun, recently alluded to in the JOURNAL, upon a submerged hulk, which demonstrated the fact that armored vessels can be penetrated by means of rifled guns below the water line, and also explain some of the contrivances proposed in this country and in England, for facilitating the firing of guns from the lower deck of a vessel beneath the surface of the water.

THE WAR IN SCHLESWIG-HOLSTEIN.

SEVERAL weeks before the recent advance of the allied German armies into the northern duchy, the Danes, in pursuance of a policy which bears every mark of English dictation, evacuated Holstein, and assembled all their means of defence in Schleswig. This duchy, which has now become the theatre of war, comprises an area strangely insignificant when compared with the vast territories over which our own military operations are extended. It contains but thirteen towns, of which Flensburg, containing 18,000 inhabitants, is the most important, and its area comprises 6,750 square miles. In 1860 the population consisted of 378,000 inhabitants, of which 52,000 were Germans.

In this duchy the Danes concentrated a force of 40,000 to 45,000 men, under the command of Lieutenant-General de Meza, an accomplished but aged soldier, in whom the fire of youthful enterprise had long since turned to ashes. His head-quarters were established at Flensburg. The Danish line of defence rested on the Eider. This river takes its rise in a small lake at about ten miles from Kiel. It traverses several other lakes, among them the Westen-See and the Fiembourde-See, directs its course to the west near Klavensick, washes Rendsburg, forms the northern boundary of the German duchies, and after a course of about sixty miles falls into the Northern Ocean near Tönningen. The Eider being navigable from Rendsburg, it was expected that the Danish gunboats would render great service in the spring in defending the line.

Previous to this advance the Austrian forces, 25,000 strong, were concentrated in front of Rendsburg. At day-break, on the morning of the first of February, the Austrians commenced moving, intending to make a rapid march across the river and attack the Dannewerke before the Danes could form their troops in their defences. The crossing was accomplished without loss, the fortifications of Rendsburg being too weak to admit of a vigorous resistance on the part of the Danes, who retired precipitately on the approach of the Austrians.

The Prussians appear to have crossed the Eider canal at about the same time, and on the 2d of February attacked the Danes at Missunde, a fortified town east of the Schlei, and a few miles distant from Schleswig. In front of Missunde were some strong works, which were connected with the town by a *tête de pont*. The Prussians, 9,000 strong, under command of Prince Frederick Charles, attacked these works at 10 A. M., but after repeated assaults were compelled to retreat, having sustained a loss of about 300 killed

and wounded. The Danish force is said to have been 2,000 men.

On the 3d instant, the Austrian vanguard with the vanguard of the Prussian guards, advanced against Schleswig, repulsed the Danes between Lottorf and Gottorf, and continued to advance until they came under the fire of the guns mounted on the Dannewerke. The Danes made a desperate resistance, but were compelled to retreat, leaving two hundred prisoners, six heavy guns and a portion of their ammunition and baggage trains, in the hands of the Austrians. It was expected that they would make a determined stand at the Dannewerke, but General de Meza decided that his 40,000 to 45,000 men, even behind such a bulwark, could not successfully oppose a force of 75,000 Prussians and Austrians; and on the 6th inst. he evacuated Schleswig and the Dannewerke, blew up the fortifications at Missunde, and retreated through Flensburg in full haste towards Duppel, and thence, after a severe battle, to the island of Olsen, leaving behind, it is said, 120 pieces of artillery. The greater portion of the Prussian army crossed the Schlei near Amis, by means of fishing boats and pontoons, and immediately pushed northward to cut off the retreat of the Danes. The roads are said to be lined with abandoned cannon, which the exhausted horses were unable to draw further. The Danish army is said to be in a state of complete dissolution.

The news of this retreat created the greatest excitement at Copenhagen, and the king felt constrained to recall General de Meza from the command of the army. So great was the popular indignation and foment that the Rigsraad felt the necessity of taking steps to allay the excitement. An address to the army was voted on the 9th, declaring for the energetic prosecution of the war, and the following resolution was passed by both Houses:

The Rigsraad fully recognizing the extreme gravity of the time, expects that the nation will perceive the necessity of upholding tranquility and order. The people may rely on the Rigsraad maintaining the honor and independence of the country by all the legal means at its command, and on its calling on the government to take all measures for the most energetic defence for the purpose.

It has been decided by the allied Germans to raze the Dannewerke, and the disarmament had already commenced on the 9th. The Austrians and Prussians had divided the captured cannon between them.

But though the London *Times* asserts that the Danes have lost everything but honor, and believes that henceforth the kingdom of Denmark will be limited to Jutland and the islands, it is by no means positive that the war is at an end. It is indeed unlikely that the Danes will succeed in recovering Schleswig by force of arms, and it is certain that the incomprehensible strategy of General de Meza has deprived them of their strongest line of defence; but they are still capable of making a very determined resistance, and by means of their fleets may do an infinite amount of damage to the maritime interests of Prussia and Austria. The latest advices from England say that that Power has proposed an armistice, preliminary to a conference. The proposition, which is supported by France, Russia and Sweden, is said to be the evacuation by the Danes of Schleswig, with the exception of the Island of Olsen, to which their army had retreated after the evacuation of Duppel. But if the German Powers refuse to assent to this proposal and persist in violating the treaty of 1852, it would seem to be impossible that England and France should avoid being drawn into the quarrel. Should this take place, the war may attain vast dimensions before summer, and be transferred from Denmark to the Rhine and Venetia.

MAJOR-General Fremont writes to Major-General Schenck, Chairman of the House Military Committee, that he requested to be relieved from the Army in Virginia because he "regarded the order which reduced him to serve under General Pope as an unmerited insult;" that since then he has been waiting orders; he was promised a command but did not get it; that he has kept part of his staff, to have their services when he should be recalled to active service; and that he has drawn his pay, "since the close of last session of Congress, to be applied where it might alleviate distresses resulting from the war, and it has been used accordingly."

MR. GEORGE SNEDECOR, of New York, has patented an improved turret for iron-clad vessels, his object being to furnish a shot proof, easily-constructed turret, without having a bolt necessarily employed in the sheets which compose it. This is effected by making the several sheets or plates with dovetailed grooves and tongues. It would seem that the main defect of the invention is the difficulty of repairing the effects of shot. The three plates of which the turret is formed are interlocked and being of material of equal hardness, damage would be communicated from the outer to the inner ones. Thus all the three plates would be injured and repairs rendered complicated.

THE Revenue Service Commission, consisting at present of Messrs. Geo. W. Blunt, Ezra Nye, and Thomas B. Stillman, have held their first sessions and organized. Their duties are the same as those of their predecessors—to select and recommend for appointment applicants for positions in the revenue service. The grades to be filled are principally those of first and second lieutenants and assistant engineers.

MILITARY MATTERS IN CONGRESS.

SENATE.

The great feature of the week was the passage through both Houses of the Enrollment bill. The closing debate in the Senate was sharp and personal. Mr. LANE of Indiana, opposed the passage of the bill, because of the commutation clause which it retained. Mr. WILKINSON, of Minnesota, also voted against it, because in his opinion the House had not improved the clause for the procuring of substitutes for the army. It provides that we shall pay the legal owners of slaves \$300 for every slave enlisted, and proposes to credit these slaves to the quota of the State to which they belong. The commutation money paid in a free State is to be taken to pay the slaveholder for his slave, and the State is to be credited with the slave so paid for. Mr. W. did not see, if the law takes the son of aged parents, the apprentice boy of eighteen, without compensation to parents or masters, why the slaveholder should be paid whose slave was taken. In a year from now slave property would be so depreciated that \$300 would be an extravagant price for a slave. But in giving freedom to the enlisted slave the bill was a great advance on the former one. Objections of a different character were offered by Mr. DAVIS, of Kentucky. He objected, first, to the surrender into the hands of the President of the power to raise armies, holding that Congress had no power to make and the President no power to accept such a surrender; secondly, that the bill recognized the enrolling of negro troops; thirdly, that it declares the liberation of slaves immediately upon their being mustered into the service of the United States. These provisions of the bill were defended by Messrs. GRIMES, WILSON, and others, and the bill as reported by the Committee of Conference was finally passed by a vote of 26 to 16.

The Committee on Claims, to whom was referred the case of H. C. DE ALMA, asked to be discharged from its further consideration. Mr. DE ALMA complains that he has been grievously misused by the Senate in being rejected as a Brigadier-General, and by General HALLECK, who, he says, has prevented him from gaining distinction in the Army or an honorable death. The request was granted, and the consideration of the case was indefinitely postponed.

Another applicant for a Navy Yard has appeared. Mr. RIDGLE, of Delaware, introduced a resolution instructing the Committee on Naval Affairs to inquire into the expediency of establishing a yard at Newcastle, in that State. He briefly set forth the advantage of this location in respect to its facilities for obtaining coal and materials required in naval construction. The resolution was agreed to.

The following important joint resolutions were introduced by Mr. CONNESS, of California:

Be it Resolved, etc. First, that the Provost-Marshal-General be and he is hereby directed to enlist such persons as may desire to enter the naval service of the United States under such directions as may be given by the Secretary of War and the Secretary of Navy, which enlistment shall be credited to the appropriate district; provided, nevertheless, that inasmuch as persons enlisted in the naval service receive prize money, persons so enlisted shall not be entitled to receive any bounty upon their enlistment.

Second—That the President of the United States may, whenever in his judgment the public service requires, authorize and direct the transfer of persons who have been employed in service, and are now enlisted in regiments for land service, from such regiments to the naval service upon such terms and according to such rules and regulations as he may prescribe; provided, nevertheless, that the number of transfers from any company or regiment shall not be so great as to reduce such company or regiment below the minimum of strength required by the regulations of the military service; and provided further, that such sum as may have been paid to persons so transferred as bounty for enlistment to the military service, shall be transferred from the recruiting fund of the naval service to the credit of the proper appropriation for the land service.

Mr. CONNESS explained that the joint resolutions give discretionary power to the President to transfer seamen enlisted in the Army to the Navy, and to make up crews for ships of war to be sent to the Pacific coast. The Navy Department was ready to send ships to that coast for its protection, but by reason of the great bounties paid to soldiers the Department was unable to obtain sailors, and this provision was intended to meet the difficulty and enable the Government to send a fleet to the Pacific. Mr. GRIMES offered the following amendment:

Be it further Resolved, That there shall be paid to each enlisted able or ordinary seaman hereafter enlisted into the naval service an advance of three months' pay as a bounty to be refunded to the Treasury from any prize money to which such enlisted seaman may be entitled. The amendment was adopted, and the resolutions were then agreed to. The same resolutions were also passed by the House.

The subject of a standing army is beginning to attract attention. It was brought to the consideration of the Senate, not in a very imposing manner, by Mr. SUMNER, who presented the petition of a citizen of Arkansas, which sets forth that he believes that the African material is the best for a soldier, and asking that Congress shall establish, after the close of the present war, a regular army of 200,000 men, composed entirely of negroes, to be officered by white men entirely. The petition was referred to the Military Committee.

The joint resolution to equalize the pay of soldiers being under discussion, Mr. WILSON presented a modification of his amendment previously offered, making it discretionary with the President to allow bounties to negro troops previous to the passage of the act. The amendment as modified was reported. Mr. DAVIS, of Kentucky, then called up the amendment to disarm the colored troops and to provide for their enlistment as teamsters and laborers. The amendment was rejected by a decisive vote. In reply to a question by Mr. CLARK of N. H., why black men should not be armed, Mr. DAVIS merely said that he had answered that question forty times already in the Senate. Mr. CLARK contended that this was not merely a question about the pay of colored troops, but a question whether we shall put black men into the field to save our white men. It was a matter of interest to the country that the black man should be employed, because it saved the blood of the white man. When we put arms in the hands of the black man, and he uses them in the service of our country to advantage, he should not therefore be enslaved. The mere fact of his having been in the service should be a protection from bondage. A further amendment was offered by Mr. COLLAMER, of Vermont, which provides that all persons enlisted into the service under the call of 1863 for

300,000 volunteers, shall receive the same pay and bounty. The consideration of the subject was postponed.

The Senate Committee on Military Affairs has been instructed to inquire into the expediency of increasing the number of cadets in the Military Academy to the number of four hundred, and requiring the age of the candidates to be not less than seventeen years; also for raising the standard of qualifications and for changing the manner of their appointment, so as to provide that the examination for admission shall be based upon the merits of the candidate.

A debate on the 24th inst., on the amendment to the joint resolution to revive the grade of Lieutenant-General, striking out of the House bill the provision recommending General GRANT for the position, was very animated. In the course of the debate Mr. SHERMAN criticised the General-in-Chief, who was defended by Mr. JOHNSON, who said, that he was not always consulted, and when consulted his opinion has not always been adopted, as is well known. So far as the Army of the Potomac was concerned, victory had always perched upon their banners when opposed against equal numbers; and if General HALLECK's advice had been taken after the splendid victories of South Mountain and Antietam, and a column sent up on the Virginia side to intercept them, the rebel army would have been captured by General McCLELLAN.

HOUSE.

With the exception of the passage of the Enrollment bill, little business of importance connected with military affairs was transacted during the week by the House. Mr. ODELL, of New York, reported a joint resolution, explanatory of certain acts of Congress, to the effect that the nine months' militia called out under those acts, were entitled to a bounty of \$25. A debate arose on the Navy Appropriation bill, in the course of which Mr. WHITE of Ohio argued that the war was wrong, and therefore ought to be terminated as speedily as possible. Ten thousand additional copies of General McCLELLAN's Report were ordered to be printed.

The amendment to the Naval Appropriation bill, that seamen be paid in gold, was disagreed to. Mr. RICE, of Massachusetts, moved to increase the appropriation for the construction and repair of vessels from \$22,800,000 to \$26,300,000. He explained the necessity for this appropriation, and incidentally stated that provision would be made in another bill for iron sea-going vessels so that we may be somewhat on a par with the navies of France and England. The amendment was agreed to. A Committee of Conference was appointed on the amendment to the lieutenant-general bill.

MEDICAL DEPARTMENT.

ORDERED.

Surgeon E. B. Dalton, U. S. Vols., has been relieved from duty in the Department of Virginia and North Carolina, and ordered to report in person without delay to the commanding general of the Army of the Potomac for assignment to duty.

Surgeon Jacob R. Ludlow, U. S. Vols., has been relieved from duty in the Department of the Gulf, and ordered to report in person at the expiration of his leave of absence to Assistant Surgeon-General Wood for assignment to duty.

Assistant Surgeon Harvey E. Brown, U. S. Vols., has been relieved from duty at Fort Columbus, New York harbor, and ordered to report in person without delay to the commanding general of the Department of New Mexico for assignment to duty.

Surgeon Wm. R. De Witt, U. S. Vols., has been relieved from duty in Washington, D. C., and ordered to report in person without delay to the commanding general of the Army of the Potomac for assignment to duty.

Surgeon J. H. Holden, U. S. A., has been relieved from duty in the Department of the Monongahela and ordered to proceed to Chicago, Ill., without delay, and relieve Surgeon J. B. Porter (retired) in his duties at that place.

TRANSFERRED.

Assistant Surgeon Reclar Pierson, now serving in the 115th New York Vols., has been transferred to the 127th New York Vols., his original regiment, and has been mustered into service in that regiment, to date July 19, 1863, the day he reported for duty.

LEAVE OF ABSENCE.

Permission to visit Washington, D. C., has been granted Surgeon W. D. Stewart, U. S. Vols.

APPOINTED.

Dr. A. M. Peabody, of Auburn, Me., has been appointed Assistant Surgeon of the 30th U. S. Colored Troops.

John H. McMinnagh, of California, Hospital Chaplain.

HOSPITAL CLOSED.

The General Hospital at Point Pleasant, Va., has been closed.

DISOLVED.

The board of examination convened at Convalescent Camp, near Alexandria, Va., by special orders No. 7, current series, of the War Department, having completed the duties for which it was organized, has been dissolved, and the officers named therein have been ordered to report to the Provost-Marshal-General for instructions.

HONORABLY DISCHARGED.

The following enlisted men have been honorably discharged the service, with a view to their enlistment as Hospital Stewards, U. S. Army:

Sergeant George Hohn, Co. E, 6th Minnesota Vols.
Hospital Steward Milton C. Wilcox, 104th Ohio Vols.
Corporal Henry B. Calahan, Co. D, 149th Pennsylvania Vols.

DISHONORABLY DISCHARGED.

Hospital Steward James A. Cadagan, U. S. A., has been dishonorably discharged the service on account of utter worthlessness.

NAVY YARDS.

BROOKLYN NAVY YARD.

On February 18, the *Mendota*, which has been lying for some time past at the Atlantic dock, was brought to this yard. On February 19, the *Tritonia*, which has been undergoing repairs at Polley's wharf, Williamsburgh, was brought to the yard. The *Newbern* sailed February 18. The *Catalpa*, J. Guest commanding, sailed February 19. The *Grand Gulf* sailed February 22. She has been North for some time, receiving extensive repairs to her engines and boilers. She has had a new screw put in her. She sailed from here a new vessel in September, and was but a short time on the Wilmington blockade before she was obliged to be sent home for repairs. The double-turret iron-clad *Onondaga*, Captain Melancthon Smith, Commander, made her first trial trip on February 23, attaining a speed of about six and a half knots. Her engines and turrets worked in the most satisfactory manner. Her guns—two 15-inch and two 200-pounder Parrott—were fired at the sand heaps on Coney Island to test the gun carriages, with excellent results. Mr. Heaton, the inventor of a

patented system of iron-plating, which he claims is infringed upon in the construction of this vessel, has commenced a suit to recover damages, which he fixes at a heavy amount.

WASHINGTON NAVY YARD.

Captain M. P. Jones has been detached from the command of this yard and ordered to the *Pocahontas*. Captain Russell, of the Ordnance Department, has been assigned to duty in his stead. The gunboat *Flouquah*, of the North Atlantic Blockading Squadron, arrived here on Wednesday last with 25 prisoners, captured on board the Rebel blockade runners *Dee*, *Ellis* and *Annis* and *Nutfield*. After taking in a supply of coal, she left again on Saturday.

The gunboat *Eureka*, which has been lying at the yard since December last, has been ordered to coal up, and will again go into active service on the Potomac. This vessel all along has been deemed too small for service; but at length the Department have found work for her in the Potomac Flotilla. The repairs to the gunboats *Furber* and *Freeborn* have at last been completed, and they left for their stations the early part of this week. The iron-clad *Wateries* is still lying at the yard, waiting for the rest of her crew. Two Dahlgren howitzers and a Parrott gun have been added to her armament, and she is now fully equal to cope with any vessel afloat. She will receive sailing orders in a few days. The coast survey steamer *Boss* will be taken off the ways next week.

MARE ISLAND NAVY YARD.

A correspondent writes:—The Russian fleet, under Admiral Popoff, consisting of the following vessels: The *Bogatyr* (flag-ship), *Kalavala*, *Hindamack*, *Abyrk* and *Rynda*, have been for some time past at the yard undergoing thorough repairs, and, with the exception of a few light repairs to the *Rynda*, are all in a seaworthy condition. The *Saranac* is still in the hands of the constructor; but her repairs will probably be completed in less than a month. The *Lancaster*, at last accounts, was at Acapulco, and the *Saginaw* at Mazatlan. The *Narragansett* was sent to the waters of Puget Sound, on account of representations from the headquarters of the Pacific Department of the reported fitting out of a Rebel privateer to prey upon the commercial interests of this coast, and to destroy the valuable property in mills and lumber belonging to loyal American citizens in the vicinity of the Sound. Her return is expected daily.

Major-General Scammon and staff have arrived in Richmond and been lodged in the Libby prison.

Adjutant-General Thomas arrived at Knoxville on December 14th.

Colonel Orland Smith, of the 73d Ohio, has resigned. Lieutenant-Colonel W. Dehass, of the 77th, has been dismissed.

Brigadier-General George Crook arrived at Charleston, West Virginia, on the 13th, to take a command in the Department of West Virginia.

Lieutenant-Colonel Arthur C. Ducat, Inspector-General of the Tennessee Departmental staff, has resigned on account of ill health.

Lieutenant-Colonel Spaulding, 18th Michigan, Provost-Marshal of Nashville, has resigned, in order to accept a colonelcy of a Tennessee regiment.

Major-General Burnside arrived in Portland, Maine, on the 22d, and was escorted through the city by a civic and military procession.

Major-General Dana, in a letter, dated Matagorda Bay, January 27th, to the Governor of Rhode Island, pays a high compliment to drill, discipline, and efficiency of the First battalion 14th (colored) Rhode Island Heavy Artillery, commanded by Major Comstock.

A Lisbon telegram of the 25th ultimo says the United States corvette *St. Louis* left there that day to intercept an English bark with guns and stores for the rebel cruiser *Rappahannock*.

The *Charleston Mercury* says:—We are glad to announce that two vessels, the *Pet* and *Heroine*, have run the blockade, and arrived safely in a Confederate port with valuable cargoes.

General John Morgan and his two staff officers who escaped with him have been made the recipients of a grand ovation and testimonial from the State of North Carolina. The testimonial consists of a magnificent horse to each and seven sets of elegant and costly caparisons.

Mr. Charles M. Scammon has been confirmed by the Senate as First Lieutenant in the Revenue Cutter service; Myrick Snow as Second Lieutenant in the Revenue Cutter service; and William Walker as Third Lieutenant in the same service.

Brigadier-General Augustus L. Chetlain, accompanied by Lieutenant George Mason, Aide-de-Camp, has arrived at Memphis, and General Chetlain has assumed command, by order of Adjutant-General Thomas, of all regiments and detachments of colored troops in Tennessee, and all officers in command are ordered to report to him.

The inquiry into the cases of Major-Generals Crittenden and McCook, by the Court in session at Louisville, has been closed, and it is reported that a decision favorable to them has been reached. The case of General Negley, which was being investigated at the same time, was to be closed with the testimony of General Brannan. The friends of General Negley were confident of a decision entirely favorable to him.

Screw steamer *Kearsage*, 9, was blockading the *Florida* at Brest on the 17th ult. Captain Winslow had been informed from several sources that the *Georgia*, *Florida* and *Rappahannock* had combined, and were to meet at a certain point to attack the *Kearsage*. The *Kearsage* was the only United States man-of-war on the lookout for the pirates; but she had kept them in port and prevented all burning operations in the channel.

The following joint resolution has been introduced into the Maryland Senate: *Resolved* by the General Assembly of Maryland, That the thanks of the State are hereby tendered to Commodore Joun Rodgers, of Maryland, for his distinguished services during the rebellion, and particularly in organizing the iron-clad fleet on the Western waters, in the attack on Fort Darling, in the heroic attempt on Fort Sumter under Admiral DuRoi, and the memorable capture of the *Atlanta*, which fifty years his past career, at once the pledge and inspiration of the future.

STEEL GUNS.

The following interesting article is from the *Mechanic's Magazine*, of London:

The first essential in any gun is strength. This is true of the lightest field-piece made, as well as of the heaviest ordnance found in our ships or our forts. The accuracy of aim and extent of range on which the efficiency of the first depends, can only be secured by the use of a material capable of sustaining the strain due to sharp rifling; while the power of punching and smashing plates, and throwing heavy shot to great distances—the characteristics of a good naval gun—depends directly on the quantity of powder which may be burned within it without injury to the metal of which it is composed. In comparing guns of a class—rifles with rifles, and smooth-bores with smooth-bores—the quantity of powder burned is invariably the measure of their efficiency to a great extent. A variation in the system of grooving, or the length of chase, may produce some difference in the results obtained; but this difference is small when compared with that produced by heavy, instead of light charges. The construction of a good 12-pounder field-piece is no very difficult problem. Moderate charges of powder secure a sufficiently extended range; and, as very large masses of metal are not required in the formation of this class of artillery, the material of which it is composed, whether it be wrought or cast iron, steel, brass, or gun-metal, can always be worked up into a gun still retaining its powers of endurance unimpaired. With heavy ordnance the case is different. The manipulation of such masses of metal as are found in a 100-pounder or 150-pounder, taxes the utmost skill of the engineer. The process of welding wrought iron into the necessary shape, is uncertain to a degree; one part of the mass is burned, or partially fused, while another can scarcely be raised to the welding temperature. With cast iron we are no better off. All the evils of contraction, crystallization, and chemical action throw themselves in our path, and arrest all progress to a satisfactory result. Nor is this all. In order to punch or smash—the more effectual operation of the two—a 41 in. armor plate, a high initial velocity is absolutely essential; and hitherto this has only been obtained by the use of excessive charges of powder. Now, the destructive effects of this material on a gun, increase far more rapidly than the quantities ignited. We thus find that the metal required to sustain incomparably the heaviest strain, is that which is uniformly in a state of greater or less deterioration, from the injurious effects induced by the processes of manufacture which it has undergone in order that it might assume the shape of a gun. All attempts at an increase in quantity of metal, in order to compensate for defects in quality, are more or less failures. The best artificers of the day, unite in admitting that nothing is gained in the cast-iron gun by increasing its thickness much above one diameter of the bore; and as to wrought-iron, heavy masses and uncertain welding go hand-in-hand. The destruction of a gun is seldom or never an instantaneous process. Flaws, too minute to be visible without the aid of a microscope, arise first within the chase; these extend with each succeeding round; and the gun finally tumbles to pieces. We have before now pointed out that the effect of a heavy charge is, in the first instance, percussive; and the theory, if such it can be called, gathers proof from the history of every gun which has been tested at *l'outrance*. A mass of granite or a lump of cast-iron, may be struck repeatedly with a heavy hammer, without fracture at once ensuing; but if the percussion is continued for a sufficiently long time, small cracks begin to appear, the outer surface crumbles and disintegrates under repeated blows, and, finally, the mass falls into pieces. Precisely the same thing takes place in a gun; and the effect is one which we venture to say no amount of pressure, however intense or long continued, can produce. If we moderate the force of our blows, or increase the dimensions of the blocks struck, the granite or cast-iron, will sustain these effects for an indefinite period; but no increase in the weight of the mass can prevent that portion of it which receives the direct impact of the blow, from being more or less beaten down, destroyed, or crumbled, unless it is so hard that the hammer face is incapable of producing such an effect. Now it is on this very qualification of hardness that the success of a heavy gun materially depends; and it is not too much to say that, in its absence, no amount of metal, however disposed, will produce a cannon sufficiently indestructible to answer as it should, the requirements of our naval service.

No material found in reasonable quantities possesses such a combination of enduring powers as steel. It may be brought to a degree of hardness rivalling the diamond, or made so tough that, while working like lead, it will sustain a tensile strain half as great again as that of the best wrought iron ever forged. In small quantities, it can be welded with moderate ease, while leading, drilling, and turning present no difficulties. A careful consideration of its leading characteristics inevitably brings us to the conclusion that no other material exists, so admirably adapted to the construction of guns, as a moderately hard steel. We find all the first artificers of the day uniting in bearing testimony to its applicability to ordnance purposes. Even Sir W. ARMSTRONG, the patron of wrought iron, in his evidence before the Ordnance Committee says, "From the 'very first, I saw, and I still feel, that steel is the 'proper metal for the barrel of a gun, if it can be obtained.'" He can scarcely be said to have made even an attempt to obtain it; and the encouragement given by our Government to other inventors who brought forward steel guns, is a matter of history to which we need scarcely advert. Sir W. ARMSTRONG summed up the gist of the whole question, when he said, "If it can be obtained." A mass of steel, of good or even fair quality, weighing even a ton, would have been regarded as a curiously ten years ago. Thanks to private enterprise, both here and abroad, masses of ten times the weight may be had now. The use of steel is a thing of yesterday, and improvements in its manufacture and production crop up around us year by year. There is little doubt that any demand for steel in quantity, suitable for ordnance, can be satisfied now; and before ten years elapse, it is probable that the use of the material will become as habitual as that of wrought iron. The splendid ingots exhibited by KAVR were not so much the result of

particular ores, accurate mixtures, or a careful attention to chemical affinities, as of a system of organized labor scarcely to be met with elsewhere than at Essen. The whole secret of their production consisted in the simultaneous pouring of a great number of small quantities of melted steel. The men of Essen are so drilled that a hundred crucibles were withdrawn at once from their furnaces, and emptied of their contents into a common receptacle, at the same moment, by signal; a slight error in the time of bringing all the pots to the same temperature might ruin the whole process—such mistakes seldom occur, however. The apparatus for forging the ingots so produced, are not less remarkable than the order and system which gives them existence. The steam hammer at KAVR's works is now the largest in the world; the cast-iron anvil-block, sunk deep in the earth, weighing not less than 800 tons, cast in huge masses bolted and toggled together into one stupendous whole. It is not remarkable that the Essen guns are popular all over the Continent; all the defects induced by imperfect rifling, &c., being much more than compensated for by the splendid quality of the metal of which the gun is composed.

It is not necessary to the production of a good steel gun, that it should be formed of a homogeneous mass. The BLAKELY steel gun, for naval and battery use, consists of a central steel core, 3 in. or 4 in. thick in the 10-in. gun, reinforced for about half its length with steel hoops accurately turned inside to a fixed diameter, regulated to the thousandth part of an inch, and shrunk on the central tube previously prepared for their reception in the lathe. Two, and sometimes three, thicknesses of these hoops are superimposed; and so accurately is the quality of the steel known, and the amount of shrinkage provided, that the BLAKELY gun deserves to rank among the most enduring ever produced. The construction of the WHITWORTH gun is almost the same; the rings being forced on to a slightly-tapered internal tube, instead of being shrunk on hot; a method of formation which possesses many important practical advantages. The merits of the magnificent WHITWORTH 70-pounders are too well known to need comment.

There appears to be a peculiar resilience about steel, not possessed by any other material, to which much of its success when worked into guns is attributable. The inner rings of a steel gun probably expand, the bore dilating, under the strain of the exploding charge; and the force tending to produce rupture is thus diffused through every portion of the structure of the gun far more effectually than when wrought or cast iron is used. Cast-iron scarcely admits of sufficient expansion; while wrought-iron, although dilating more easily than steel, does not possess the same power of returning to its original dimensions, suffering a molecular disturbance, fatal to the durability of the gun. It is so essential that the superficies of the chase should be exceedingly hard, that it might be found worth while to case-harden the interior of even wrought-iron guns. The process would be so easy, that the expense of an experiment of the kind would be very trifling. Even when mild steel is used, the case-hardened process might possibly be used with advantage, the gun being tempered, as it were, from excessive hardness within to a moderate softness without.

WHITWORTH AND ARMSTRONG.

We gave last week a somewhat extended notice of the last work of Sir T. EMERSON TENNANT upon the progress of experiments and construction in artillery during the last seven years. The subject is stated in so interesting a manner that we will re-open the book to make a few extracts relating to the two prominent gun-makers, Mr. WHITWORTH and Sir WILLIAM ARMSTRONG.

First, of Mr. WHITWORTH:—

It is the belief of Mr. WHITWORTH that the superiority of all machinery is dependent on two elements—the power of measuring with unerring precision, and, associated with it, the faculty of producing a true plane surface, that is one so absolutely level that, when opposed to another of equal truth, their contact must be in all parts complete. The Astronomer Royal, Mr. AIRY, in his evidence before a committee of the House of Lords, in 1855, stated that the degree to which Mr. WHITWORTH had succeeded in "making 'perfect the planing of surfaces was entirely unknown before his time.'" To such a pitch of excellence has he brought it by a process peculiar to himself, that a plate of metal prepared by him, when opposed to the face of another similarly treated, exhibits a contact so intimate as to enable the operator to lift the under one with it, as if by its actual adhesion to the other; or if closely applied, so that the thinnest possible layer of atmospheric air may still remain between, the upper plate will rest on the unexcluded particles, as if floating on quicksilver. With similar devotion to accuracy Mr. WHITWORTH, in the search for a means of determining dimensions with precision, constructed a machine, so accurately and delicately made, as to measure objects which differ even by the millionth part of an inch—a division so minute as to be perceptible only by touch after it has ceased to be discernible by the eye. So nice is the adjustment, that in using it an inch of steel can be held to be an inch, only so long as the thermometer stands at 62 degrees, the slightest excess of temperature producing an appreciable elongation; and the standard yard, a square bar of steel, when placed in the machine is so expanded by the slightest touch of the finger as to show an appreciable lengthening even under the influence of the infinitesimal amount of heat thus imparted. It might be supposed that the value of measures so minute must be but abstract and visionary, and that it could be only in the larger quantities that their use might be available. In practice, however, the importance of aiming at such accuracy has been visibly demonstrated. The former habit of being contented with approximate measurements engendered a positive inability to duly estimate superior correctness; and mechanics became accustomed to look on considerable variations in size, often productive of serious mischief, as not only venial, but even as a result of necessity. But like the Sybarite, whose sleep was disturbed by the inequality of his couch, occasioned by a ruffled rose leaf, Mr. WHITWORTH was impatient of even infinitesimal inexactitudes; and has accustomed the men in his employment to work to the 20,000th part of an inch, till

measures so diminutive have become as familiar as those of larger dimensions. In the most celebrated workshops in England, thirty years ago, mechanics were chary of criticising work which was "out" by the 32d part of an inch; whereas in his works an error of "division" is at once noticed and corrected, a division being the 10,000 part of an inch. The influence of these improvements in mechanical means has imparted a distinctive character of accuracy to the machinery of the United Kingdom, which places it in advance of all other countries; and to this nothing has more signally contributed than the standard gauges, graduated to a fixed scale as constant measures of size, for which practical engineers are indebted to the studious labors of Mr. WHITWORTH.

Mr. WHITWORTH was applied to, by the authorities of the day, to furnish designs for a complete set of new machinery for the Enfield rifle establishment:—

It would not have been difficult for him to have undertaken to supply the machines required, adapting those of known construction and making the necessary modifications suggested by himself; and it is manifest that the simple execution of such a commission on the terms proposed would have been of great commercial profit to his firm. But actuated by a higher motive, he did not feel himself justified in complying with the request; and in explanation of his scruples, he "urged," says Lord HARDINGE, "the importance of ascertaining what the first principle of this unknown secret is, before any machine could be constructed, 'to make a rifle that shall require no farther alteration.'" It was next proposed to him to undertake the construction of machinery for producing the rifle barrel only; but to the barrel, above all others, his objection more especially applied; and in the absence of the requisite knowledge, he stated frankly that before giving an answer he wished to visit the establishments of the principal gun-makers in London and Birmingham, and to obtain from them all the information he could collect. "I found," he says in a report to the Secretary for War, "great difference of opinion 'among them, and statements I received were so contradictory, that I was unable to come to any satisfactory conclusion.'" The truth was that the gun trade generally in England at that time was described in the House of Commons as being in "a rude and unsystematic" condition. The most skillful mechanics engaged in it worked by "knack" rather than by system, and the making of two rifles of equal excellence was almost entirely dependent on the dexterity of the mechanic, who had no defined laws for reproducing them alike. It is only just, however, to men of such eminence as many of those engaged in that trade to state that this adherence to working by hand instead of by machinery was almost a compulsion of the period; since the demand was too limited to justify the erection of apparatus so costly as that which would have been required to supersede hand labor.

In this dilemma Mr. WHITWORTH, instead of grasping at the order for new machinery for Enfield, offered to the Board of Ordnance to conduct a preliminary series of scientific experiments in order to determine the true principle on which rifle barrels ought to be constructed; provided a shooting gallery was erected for him near Manchester, under his own direction, in which to carry on the necessary trials, and thus obtain data for his guidance. The actual expense was of course to be defrayed by the Treasury; but he intimated his readiness to devote his time and attention to the subject gratuitously, actuated only by the interest with which it had inspired him. The gallery, he said, must be enclosed, in order to insure the protection of the experiments from the influence of winds, and other "disturbing causes." In it he proposed to commence a series of trials with the most accurately made rifles which could then be produced. To those which proved the best he would apply certain tests, to determine the precise form of the barrels, and arrive at the knowledge of the particulars in which they severally excelled, and of the sources to which that excellence was due; and thus, by combining results, he hoped to ascertain the conditions required for producing the most perfect instrument. The information so acquired was to be at the service of the Government, to whom, in order to facilitate manufacture, he would supply graduated gauges, with directions for their use. For eventual success in constructing machinery to produce and reproduce rifles giving the greatest possible range and accuracy without the minutest variance in excellence and quality, he had the firmest reliance, not on speculative theories but on the teachings of experience derived from his accomplishment of the two great mechanical desiderata—"The production of 'true surfaces and perfectly straight lines, and the power 'of making measurements with any required exactitude, 'even to the millionth part of an inch.'"

After some delay this offer was accepted. A gallery was erected at Mr. WHITWORTH's residence, near Manchester, and the result of the experiments there made was the now famous Whitworth rifle. The "unknown secret" was found to consist in an "improved system of rifling; a turn 'in the spiral four times greater than the Enfield rifle; a 'bore in diameter one fifth-less; an elongated projectile, 'capable of a mechanical fit; and last, but not least, a 'more refined process of manufacture'":—

The Whitworth rifle was formally tried in competition with the best Enfield muskets at Hythe, in April, 1857, in the presence of the Minister of War and a large assemblage of the most experienced officers, including amongst others, the superintendent of the Enfield factory, and General HAY the chief of the School of Musketry for the Army. The success was surprising. In range and precision it excelled the Government musket three to one. Up to that time, the best figure of merit obtained by any rifle, at home or abroad, was 27; that is to say, the best shooting had given an average of shots within a circle of 27 inches mean radius, at 500 yards distance; but the Whitworth lodged an average of shots within a mean radius of four inches and a half from the same distance; thus obtaining a figure of merit of 41. At 800 yards its superiority was as 1 to 4, a proportion which it maintained at 1,000 yards and upwards. At 1,400 yards the Enfield shot so wildly that the record ceased to be kept; and at 1,800 yards the trials with it ceased al-

together, whilst the Whitworth continued to exhibit its accuracy as before.

Sir WILLIAM ARMSTRONG is thus introduced:—

Sir WILLIAM GEORGE ARMSTRONG, a descendant of one of the old Border families, was educated for the profession of the law. His own tastes inclined him to be an engineer rather than a jurist, but unlike many another similarly circumstanced, who "penned a stanza when he should engross," he devoted himself resolutely to his adopted pursuit; and till he was 37 years of age, he practiced with success as member of one of the most eminent legal firms in Newcastle. Still, the portion of his life which he passed in his office forms but an episode in his career; the passion for mechanical science which he manifested even in his boyhood, he continued to cherish concurrently with his legal pursuits, and eventually he withdrew from the one to devote himself exclusively to the study of the other. His earliest distinction as an engineer he achieved while still practicing as a solicitor. It is connected with an incident, the influence of which is highly indicative at once of the bent and the capacity of his mind. During an excursion in a mountainous district of Yorkshire about the year 1835, his attention was attracted to the waste of power in a stream which, after descending from a considerable height in successive cascades and rapids, exhausted the last remnant of its power in turning a mill-wheel at the foot of the hill. Although the force required was dependent on the altitude or "head" from which the water came, he observed that the portion in use was taken from a level which formed less than a twentieth part of the whole descent. Struck with the inadequacy of a single wheel as a means of realizing the full power of such a fall, and perceiving the practicability of rendering the entire head available by conducting the water in an iron pipe, and causing it to act upon suitable machinery below, he applied himself to devising an engine to be worked by water pressure.

Such was the origin of the hydraulic crane, and other forms of machinery of the same class, of which he became the author; and although the idea had previously occurred to others, and attempts had been made to render water subservient to like objects in Hungary, as well as in the mines of Saxony and Cornwall, former appliances for this purpose were not only unknown to Sir WILLIAM ARMSTRONG, but they were so entirely different from his own, that his merit as an inventor remains incontestable. From the first idea of taking advantage of mountain streams, he proceeded to avail himself of the force residing in town supplies of water drawn from considerable elevations, and this led eventually to the construction of towers into which water was raised by the steam engine, in order to give the required "head." In addition to cranes for loading and unloading ships in the great docks at Liverpool, London, and elsewhere, the newly organized power has been applied, amongst many other purposes, to the opening and closing of dock gates, swing bridges, and sluices, which it effects with a rapidity limited only by considerations of safety or convenience. "At the foot of every crane," says a writer in a recent number of the *Quarterly Review*, "under the piston of every hoist, at every dock gate, unseen and noiseless, the power lies dormant; but a woman's hand, applied to a small handle, will set in motion a force sufficient to raise a mass weighing fifty or one hundred tons, and either to place it in the hold of a ship, or deposit it in any spot within reach of the arms of the crane. With equal ease the gates of locks 100 feet in width are opened or shut, and the smallest as well as the heaviest works of the dockyard done without a stranger being able to perceive what it is that sets everything in motion." The success of this invention was the turning point in Sir WILLIAM ARMSTRONG'S career. "Up to this period," says a local journal, in a biographical sketch of its distinguished townsman, "he had been following the profession of a solicitor, but his strong bias for mechanical and scientific pursuits, and the successful results of his hydraulic crane led him to relinquish that profession, and, in conjunction with a few friends who cooperated with him, to commence the Elswick Engine Works, which have since grown into one of the largest and most important establishments in the kingdom."

GENERAL GARFIELD ON GENERAL ROSECRANS.—General GARFIELD, member from Ohio, recently made a spirited speech in the House in defence and praise of General ROSECRANS, with whom he served as chief of staff. He said:—

The thanks of Congress had become a cheap thing. The time was when the thanks of Congress were bestowed only for great deeds, and then in the most solemn manner. But thanks are now given not only to chiefs, but to subordinates, and no one inquired whether in thanking one man somebody else was not robbed. He had been so willing to thank any man, that he had not seen fit to interpose any objection. Now, however, when it came so close to his own history, he could not permit such a resolution to go through without protest. He appealed to the House not to do an injustice by singling out a subordinate in battle (General THOMAS), and give to him the thanks of Congress, without saying a word about the principal, not only in the battle of Chickamauga, but in a series of important campaigns. Some one had said that Congress had already voted thanks to General ROSECRANS, but that was last year, for his conduct at Murfreesboro. He was ready to meet with a denial any man who might say that General ROSECRANS was not entitled to thanks for his conduct at Chickamauga. It had been the custom of the press to treat the battle as a defeat. If that was a defeat we might welcome all such disasters. If our Army continued to suffer such defeats the rebel armies would soon be destroyed, and the great campaigns terminated. The object of the movement at Chickamauga was to drive the enemy beyond the Tennessee River, and lay the base for future operations. The Army of the Cumberland met and repulsed the rebels, and gained the key of the Cumberland Mountains, and held it. If there had been a greater success against such odds since the war began, he had not heard of it. Our Army on that day, not more than 42,000, met not less than 75,000 of the enemy, who threw the weight of their mighty forces upon us, and in the afternoon not more than 25,000 of our troops met that mighty host, and at the last charge the rebels were driven from our border.

The history of the country would tell us that ROSECRANS won the battles in Western Virginia at the commencement of this war, but another had carried away the honor.

Mr. GARFIELD rapidly traced the military operations of General ROSECRANS, at Bowling Green, Murfreesboro, and at other points, and said at Chattanooga we had numbers superior to the enemy, while at Chickamauga the rebels outnumbered us. He would honor General THOMAS, but General THOMAS would not desire to be honored at the expense of General ROSECRANS. General THOMAS' name deserved to be written in letters of gold. Before he parted with General THOMAS, the latter said to him in the most solemn manner after the battle of Chickamauga, "By all means prevent the removal of ROSECRANS from the command of the Army." This general, said Mr. GARFIELD, you would burden with thanks at the expense of his superior office.

ARMY AND NAVY PERSONAL.

MAJOR-General Meade was in Washington last week, returning to the Army of the Potomac on the 21st.

ASSISTANT Secretary of War Watson and Hon. William Whiting, Solicitor of the War Department, have returned to Washington from their visit North.

MAJOR-General Gillmore and staff arrived at Port Royal from Florida on the morning of February 16.

BRIGADIER-General Willich reached Nashville direct from Knoxville on February 14.

CAPTAIN Stephen O. Hoyt, of St. Louis, has been appointed Acting Mayor of New Orleans.

CAPTAIN James Crass and Lieutenant Abram Seiley, 97th Pa., have been honorably discharged the service.

GENERAL McArthur is in command of the District of Vicksburg, Major-General McPherson having accompanied General Sherman, with most of his corps.

MAJOR W. Y. Stevens has been ordered to Nashville, Tenn., as superintendent of United States military roads at that point.

BRIGADIER-General D. H. Rucker, chief quartermaster of the depot of Washington, has asked to be relieved from duty in Washington and sent into the field.

CAPTAIN Charles R. March, of the 13th Maine Regiment, was accidentally shot on Matagorda Island, on the 21st of January, and died instantly.

CAPTAIN H. R. Clum, Signal Corps, U. S. A., has been announced as Chief Signal officer of the Department of the South.

BRIGADIER-General R. S. Granger, commanding the post at Nashville, Tenn., has been designated as the military commander of that city.

CAPTAIN Hunter Brooke, Additional Aid-de-camp, U. S. A., has been announced as Acting Judge-Advocate of the Department of the Cumberland.

MAJOR-General Thomas has appointed Acting Aides-de-camp Lieutenant William L. Porter, 56th Ohio Vols., and Lieutenant James K. Reynolds, Assistant Adjutants General upon his staff.

LEAVES of absence and furloughs are now granted to officers and enlisted men of the Army of the Cumberland, at the rate of five per cent. of the aggregate strength of the Army.

CAPTAIN J. Bates Dickson, U. S. Vols., has been relieved from duty at the Headquarters of the Department of the Cumberland at Nashville, Tenn., and ordered to report for duty at the Headquarters, Department of the Ohio.

MAJOR-General Gillmore has announced the following named officers as Assistant-Commissioners of Musters, of the Department of the South: Captain T. E. Lord, 3d New York Vols., Captain G. R. Lennard, 52d New York Vols., and 1st Lieutenant James A. Crazet, 75th Ohio Vols.

COLONEL E. A. Parrott, Provost Master-General of Ohio, has been temporarily relieved, at his own request, by the Secretary of War. Colonel Patten, of a New Hampshire regiment, succeeds him.

COLONEL William Moore of the 73d Pennsylvania Regiment, has tendered his resignation, and it has been accepted. The cause of his resignation is on account of severe gunshot wounds received at the battle of Chancellorsville, which render him unfit for field duty.

BRIGADIER-General Davidson has been relieved of his command of the First division of Major-General Steele's Army, and ordered to Cairo to report to the Chief of the Cavalry Bureau in Washington. Brigadier-General Carr succeeds General Davidson, and Brigadier-General Kimball takes command of General Carr's old division.

THE Second Corps, on the evening of the 22d, gave a ball, at the headquarters of Major-General Warren. Among the guests were Vice-President Hamlin, Senator Wilson, Senator Sprague, Senator Howard, O. A. Brownson, Governor Ramsey; Generals Meade, Warren, Pleasanton, Sedgwick, Sykes, Kilpatrick, Newton, Merritt, Davies. On the 23d, General Meade reviewed the Second corps and General Kilpatrick's cavalry division. The review was highly satisfactory.

On the night of the 22d, Major Malone, Paymaster in the United States Army, was robbed in Washington of \$70,000, which he had drawn from the Treasury for the purpose of carrying to the front to pay certain regiments there. It appears that after drawing the money he took it to his home and put it in a trunk under his bed, and supposed it safe. Some time during the night the trunk was taken from his room, and this morning a servant in the house found the trunk in the stable, broken open, and an amount of postage currency scattered around. A number of arrests have been made on suspicion.

THE U. S. steamer *Massachusetts*, A. V. Lt. W. H. West, commanding, arrived at Philadelphia, February 22d, from her sixteenth trip, since March 11th, 1863. The following statistics of the trips made by the *Massachusetts* to and from the North and South Atlantic Blockading Squadrons from March 11th, 1863, to February 22d, 1864, will be interesting. The trips to and from the North Atlantic Squadron concluded August 3d, 1863:

For the first six months she stopped at the following stations:—Old Inlet, N. C.; New Inlet, N. C.; Shalotte Inlet, N. C.; Murrell's Inlet, S. C.; Georgetown, S. C.; Bull's Bay, S. C.; Charleston, S. C.; Stono River, S. C.; Edisto River, S. C.; Port Royal Harbor, S. C.; Tibbee Roads, Ga.; Wassaw Sound, Ga.; Assabaw Sound, Ga.; St. Catherine's, Ga.; Sapelo Sound, Ga.; Doboy Sound, Ga.; St. Simons Sound, Ga.; Fernandina, Fla.; St. Johns River, Fla.; Musquito Inlet, Fla. The last five months she has stopped only at Charleston, and all the above stations south of it.

Amount of cargo carried:—Fresh beef, 341,690 lbs.; ice, 3,520,000 lbs.; vegetables, 10,378 bbls.; lemons, 50 boxes; express matter and mess stores for officers and men, 5,000 packages; ordnance stores, powder, &c., for the fleet, 150 tons; clothing and provisions (other than fresh supplies), 2,206 packages; sutlers stores, 19,200 packages; several prize cargoes cotton, &c., &c. She has steamed 32,672 miles; stoppages, 220; vessels supplied, 826; passengers carried, 2,905; invalids, 509; prisoners, 258.

Great credit is due the Navy Department for the energy and perfection with which the system of supplies has been carried out. Constant and regular communication has been maintained by means of the supply squadron along a far more extensive coast than was ever before blockaded by any nation, and the dates of arrival of a supply steamer are looked forward to with great anxiety and pleasure, every one being sure of receiving letters and packages from friends at home, as well as that indispensable article, a newspaper.

There are four other supply ships running to the different blockading squadrons on the coast, besides several schooners.

THE following organization of the Engineer Department of the Army of the Cumberland has been announced by Major-General THOMAS. The Department consists of the following branches: The Military Engineers of the Staff, the Topographical Engineers of the Staff, and the Engineer troops of the line. The military engineers of the Staff of the General commanding consists of the following officers: Captain William E. Merrill, U. S. Engineers, Chief Engineer, and First Lieutenants George Burroughs, Henry Wharton and William J. Twining, U. S. Engineers.

The Topographical Engineers of the Department Staff are Captain William E. Merrill, Captain W. C. Margedant, 10th Ohio Volunteers, Superintendent T. E. Office, and Lieutenant G. Bowers, 16th Missouri Volunteers.

The Engineer Troops of the Line are as follows: The Pioneer Brigade, commanded by Colonel George P. Buell, 58th Indiana Volunteers, the Engineer Brigade (18th Ohio Volunteers, 13th, 120th and 22d Michigan Volunteers), command by Colonel T. R. Stanley, 18th Ohio Volunteers, and the Michigan Engineers and Mechanics, commanded by Colonel Innes.

Lieutenant Keller, A. A. Q. M., Engineer Brigade, in addition to his other duties, has been ordered to act as Depot Engineer Quarter Master until such an officer can be appointed.

A SHARP RECRUITING OFFICER.—In the course of some remarks on the joint resolution to equalize the pay of soldiers, Mr. COLLAMER, of Vermont, related the following anecdote of the war of 1812:—

We had a lieutenant by the name of BEZEAU, who was a famous recruiting officer. I say "we," because I was then in the service. He was sent down to Middleburgh, in Vermont, to recruit in the winter of 1812-13. In the spring the recruits were brought in. There were about seventy or eighty of them. When we came to muster them in according to their enlistment, it was found on examining the men that he enlisted one as a major, two as chaplains, about twenty men to each bass drum, and three or four as lieutenants. When we came to take off the citizens clothes and put the soldier's uniform on them and place them in the ranks, there was distress and trouble enough. If we had been compelled to carry out the assurances they had received, I do not know how we should ever have done it. I will only add that BEZEAU took care to stipulate that he should never serve with his own recruits.

MAJOR-General Schofield, in his order, upon assuming the command of the Department and Army of the Ohio, announces that the Department Staff will remain unchanged with the following exceptions: Major J. F. Anderson, Aide-de-Camp; Major E. N. Strong, Aide-de-Camp; Captain Louis Fitzgerald, Aide-de-Camp; and Captain George E. Gouraud, Aide-de-Camp, of the personal staff of Major-General Foster, are relieved from duty in the Department. Major J. A. Campbell, Assistant Adjutant-General, Major William M. Wherry, Aide-de-Camp, Captain A. H. Engle, Aide-de-Camp, and Captain G. W. Schofield, Aide-de-Camp, are announced on the staff of the Major-General commanding.

THE following gentlemen constitute a permanent committee appointed by the Navy Department to examine new inventions pertaining to naval warfare:—C. H. Davis, Rear Admiral and Chief of Bureau of Navigation; Professor A. D. Bache, Superintendent of the United States Coast Survey; Professor Joseph Henry, Secretary of the Smithsonian Institution; Brigadier-General J. G. Barnard, Lieutenant-Colonel of Engineers; Joseph Saxton, Assistant Superintendent of Weights and Measures. The headquarters of the committee are in Washington; and all communications should be addressed to Hon. Gideon Welles, Secretary of the Navy.

A CORRESPONDENT writes:—An interesting ceremony took place in the village of Franklin, La., on the 3d inst. A beautiful flag was given to the breeze from the flag-staff, in centre of the town. The troops in and around were assembled, and amid the playing of bands, the booming of cannon, and the huzzas of the multitude, the National ensign was hoisted to the mast-head. This flag-staff was erected by the Confederates, previous to the occupancy of the Teche country by our Army. This is the first United States flag, which has been formally raised in Franklin. The 19th Army corps was reviewed on the 5th, by its commanding officer, Major-General FRANKLIN. It was a highly successful performance.

NOTICES TO CORRESPONDENTS.

The Editor of this JOURNAL will always be glad to receive from officers in the two services, correspondence and general communications of a character suited to its columns. It is necessary that the name of the writer should, in all cases, accompany his communications, not for publication, but as a guarantee of good faith.

Officers are especially requested to give us early notification of all personal matters of general interest; of the movements of vessels; of casualties among officers; and military and naval events.

The Editor will, at all times, be pleased to respond, in these columns, to enquiries in regard to tactical and other matters.

From gentlemen in the medical service we shall be glad to receive communications on military hygiene, practical surgery, and reports of notable operations and novel forms of treatment.

The subscription price of THE ARMY AND NAVY JOURNAL is FIVE DOLLARS a year, or THREE DOLLARS for six months, invariably in advance. Remittances may be made in United States funds, or Quartermaster's, Paymaster's or other drafts, which should be made payable to the order of the Proprietor, W. C. Church.

Subscribers who fail to receive their paper promptly, will please give immediate notice of the fact.

Subscribers ordering the address of their paper to be changed, should be careful to give their previous address.

The Editor does not hold himself responsible for individual expressions of opinion, in communications addressed to the JOURNAL.

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In answer to many correspondents, the Publisher would explain that the press of work upon the printing office has delayed the reprinting of Number 4 of the Journal, for which a large number of subscribers are waiting, to complete their files. It will, however, be ready by the 4th of March, and will be mailed to all who may desire it.

U. S. ARMY AND NAVY JOURNAL.

NEW YORK, SATURDAY, FEBRUARY 27, 1864.

THE CAMPAIGN IN THE SOUTHWEST.

IT is one of the consequences of SHERMAN's rapid and brilliant march into the heart of the Gulf States that he has caused a panic in the mind of the Rebel people and papers extremely unfavorable to anything like accuracy of reports as to his movements. We hear of him at one and the same time moving in diametrically opposite directions—he is reported as advancing southward on Mobile, and as advancing eastward on Montgomery. In one Richmond telegram he is announced at Quitman; in another at Selma. The explanation of this probably is that SHERMAN is moving in more than one column, and is sending out raiding parties in various directions, while it is not improbable that the force moving eastward belongs not to SHERMAN's column, but to the cavalry command of SMITH and GRIERSON who have not been authentically heard from since they set out from Corinth and Holly Springs. The result of this admirable policy is that SHERMAN's advance has thrown the whole Rebel Southwest into the wildest excitement and made each one of a dozen points expect his advent. From *expecting* it, there is an easy step to reporting it be an *actuality*. We ought therefore to receive all current reports with heavy grains of allowance. Neither can we expect any more credible reports through our own sources, for SHERMAN having like CORTES, when he burnt his boats behind him, destroyed bridges in his rear and cut loose from his communications with his base, we have nothing to do but wait with patience the achievement of some decisive result, when communications will be opened up.

In this condition of things we have no disposition to outrun by profitless speculation the actual development of General SHERMAN's plan. And yet, this is in no wise inconsistent with our having perfectly well defined ideas as to the general object to be accomplished in this campaign. In this regard we have seen nothing to conflict with, while there has been everything to confirm, the theory set forth in the last issue of this JOURNAL. The supreme object to be accomplished by such a campaign as that which General SHERMAN is now making, is the seizure of the great strategic line formed by the two affluents of the Mobile river—the possession of which gives us a water base on the Gulf, water highways to the heart of Alabama and Mississippi, cuts one main line of rebel inter-communication, threatens JOHNSTON's force, and practically expels the Rebels from the centre zone. Holding their ultimate conception clearly in mind, we see that the prime and indispensable desideratum—the condition precedent to the profitable occupation of any of the strategic points on the prolongation of the line from Vicksburg, is the opening of the Tombigbee by the seizure of its key, which is Mobile. Whether, therefore, General SHERMAN will make a march on the rear of Mobile will depend on conditions of which we can necessarily have no information; and whatever the original intention in this regard may have been,

the actual course pursued will, as a matter of course, be controlled by the upshot of affairs in the other parts of the general combination.

There is no longer any doubt now that the naval force of FARRAGUT and a military expedition from BANKS' command are lending their coöperation in the general plan of campaign of which we regard the operations of SHERMAN as but one portion. The specific purpose to be accomplished by this expeditionary force is of course the capture of Mobile. Through Rebel sources we have intelligence of the presence of the fleet in the immediate vicinity of Mobile—namely at GRANT's Pass—where the Rebel works seem to have been less of an obstacle to the advance of our bold sailor, than contrary weather.

We are not blind to the fact, that, like all acts of "grand war," such a combination as seems to be indicated between SHERMAN's column and the force of FARRAGUT and BANKS is hazardous. It demands for its successful execution the utmost boldness, energy, and rapidity, and, with all said and done, must still depend partly on the fortune of war. Certainly the execution of the project could not have been entrusted to better hands than those that have it in their keeping. SHERMAN's march to the Mobile and Ohio railroad—a hundred and forty miles in eleven days—is well characterized by the Rebels as the most rapid and brilliant feat of the war. In discussing the question before the fact, last week, we said it would be good marching if he struck this line in three weeks or a month. We then, indeed, were going on the theory that he would restore the Southern Mississippi railroad as he advanced. But instead of doing so, he has destroyed it, thus abandoning his base on the Mississippi. This shows conclusively that it is the purpose to open up a new base on the Gulf. The system of operations aiming to effect this stands out as altogether the boldest conception of the war. Its development will be watched with the greatest interest, both by the public and by professional soldiers.

FLORIDA AND THE REBEL ARMIES.

GENERAL GILLMORE's expedition into Florida has brought to light a curious document, the authenticity of which is vouched for by Generals GILLMORE and SEYMOUR. This is a secret circular, dated November 2d, 1863, issued by Major P. W. WHITE, Chief Commissary of Florida, to his subordinate officers throughout the State, impressing upon them the positive necessity of gathering together all the cattle possible, and sending them forward promptly to the respective armies. He strengthens his appeal by quoting from letters which he had received from the different quartermasters in the rebel States, urging him to use every energy to relieve their pressing necessities. The officer who supplied General BRAGG's army, declared it "absolutely and vitally important" that all the cattle that could possibly be supplied him should be forwarded at once; that all "other resources were exhausted," that "bacon was almost exhausted"; that beef was "their only hope," and that for this they were dependent upon Florida. The Chief Commissary of Georgia announces that "the troops in Charleston are in great extremity." "We look alone to you," he says, "for cattle; those in Georgia are exhausted." The Chief Commissary of South Carolina reports that that State furnishes "not one tenth of what is required" for the 40,000 troops and laborers in the neighborhood of Charleston, and Major MILLEN, of Savannah, writes, "starvation stares the army in the face; the handwriting is 'on the wall.'" Upon these statements Major WHITE founds his appeal to the citizens of Florida, and he concludes by requesting those who might receive this circular, not to allow it to go out of their possession, but to read it to such persons as they know to "be prudent."

There is not so much danger of exaggerating the importance of this singular circular, as of inferring that the rebel resources must be virtually exhausted, when those who have to provide for the sustenance of the armies, are compelled to fall back upon so small a State as Florida, as their main source of supply. In fact, the comments which some of the daily journals make upon this document would induce the belief that Florida ranks the lowest among the beef-producing States of the Confederacy, and the census returns for 1860 may probably have served to strengthen the impression, for they furnish the fol-

lowing figures, which show at a glance the proportion of cattle in Florida to that in the other States, upon which the main armies in the South are compelled to rely:

	Ss. M's	Wk'g Ox'n.	Sheep	Swine	Cows	Other Cat.
Florida.....	59,288	7,787	18,867	47,648	92,704	44,022
Alabama.....	50,722	92,495	369,081	1,736,959	284,945	688,549
Georgia.....	58,000	74,487	612,618	2,036,116	298,888	883,847
S. Carolina.....	24,009	22,629	233,509	605,779	162,053	497,780

Comparatively to its area, therefore, it is plain Florida is by no means as well stocked as the States in its immediate vicinity; but it is to be remembered that these figures do not represent the resources which would be first drawn upon for meat supplies. The quartermasters throughout the Confederacy have already been compelled to slaughter milch cows and working oxen, and when they were so hard pressed as at Vicksburg, mule meat was furnished them, but all these quadrupeds, are, of course, the last resort of a starving army. Major WHITE undoubtedly wished first to gather up the animals grazing upon the prairies of Florida, for the public seem to have overlooked or forgotten a fact familiar to Army officers, who have served in Florida,—that there are 2,273,008 acres of unimproved territory in that State, a large proportion of which is prairie land, and that especially in the central parts of the State, live stock of every kind abound, for no shelter is needed to protect animals from the weather, and beeves and swine find an abundance of natural food. It is of course impossible to estimate, with any accuracy, the number of animals which run at large in these districts. One correspondent gives 2,000,000 as the aggregate, and says that they average but 400 pounds each; but these figures are altogether too general to be regarded as reliable. Until last November, however, it is safe to infer that these resources were comparatively untouched, for then no large armies had occupied the State, absorbing every thing within their reach, and leaving devastation in their track; and while the Mississippi was under Confederate control it was more convenient to draw from the exhaustless supplies of the Southwest.

It is generally understood that during the last four months large droves of cattle have been drawn from Florida, but the limited facilities for transportation which that State possesses have seriously checked the rapid transfer of these supplies, and the presence of General GILLMORE's forces will only be likely to expedite their movement toward his own lines. It will of course be virtually impossible at present for our forces to cut off all communication between Florida and the rest of the Confederacy, but they can, even with the positions they now hold, put an extensive embargo upon the transfer of these supplies, and it is evident from the tone of Major WHITE's appeal that this will bring serious embarrassment and perplexities upon the quartermasters at Atlanta, Mobile, Savannah and Charleston. When an individual of limited means has exhausted the bank bills which he may have been fortunate enough to possess, he counts his small change carefully; and this circular, as well as numerous other indications which we have been receiving from the South for the last six months, shows clearly that the resources of the Confederacy are so reduced that the loss of every ox or hog which can be kept from going forward to the forces in the field tells upon the efficiency of the respective armies.

HARBOR DEFENCE IN ENGLAND.

WE gave some account last week of a lecture recently delivered before the Royal United Service Institution of England by Captain TYLER, R. E., and of the discussion which followed. The lecture suggests a curious change in the public confidence heretofore reposed by England in her Navy. There was a time when she wrote with honest and well-founded pride,

"Britannia needs no bulwarks,
"No towers along the steep;
"Her march is o'er the mountain waves,
"Her home is on the deep."

But Captain TYLER proposes that the entrance into the Solent Sea should be defended by forts on the Warner Shoal, No-Man's Land, the Horse-Sand, &c., thus confessing that the time has come when England requires "towers along the steep" to render that march upon the mountain waves secure, whose sweep was once the proudest boast of England's chivalry. For a part of Captain TYLER's proposed new method of matching another foe on his native seas, is to station behind these forts, and under their protection, the new Navy of Great Britain—there to watch an op-

portunity of making a successful dash upon the vessels of a hostile fleet. This proposition of Captain TYLER is not more curious than the fact that, although there were Navy officers present, his problem was discussed upon its merits; and there was not one gentleman in the room who seemed to remember that it was with the thunders from her native oak that she once met the gallant Frenchman, and that it was from the mast-heads of her ships of war that "the meteor" flag of England once burned through danger's troubled night."

And again, we may place under the head of strange things the proposition of Sir JOHN DALRYMPLE HAY, to station twelve ships chained to each other behind a boom, as an obstruction to the harbor, with twelve manœuvring ships behind them; that is, to resort to that very method of defence which the French employed in the Basque Roads, when a Scotch Captain led with such remarkable gallantry where an English Admiral, with an equally remarkable prudence, did not think it safe to follow, leaving the harvest ungarnished, which a bolder man had reaped. And it may be mentioned as another noteworthy circumstance, that Sir EDWARD BELCHER's mind on this occasion, was employed on the *scour* of the tide, when one would suppose an English Rear-Admiral's thoughts would have been turned towards the inquiring of—figuratively speaking—

"What rhubarb, senna, or what purgative drug
"Would *scour* these Frenchmen hence?"

But so far as our 'cousins across the water' are concerned, it is satisfactory to perceive that, however doubtful and anxious they may be about the French, they feel perfectly comfortable with regard to ourselves, if we may judge by the following recent annunciation of a braggart Englishman: "With iron-clad ships of war of small tonnage this country would effectually overawe America, because such ships could ascend the St. Lawrence River and the Lakes, descend into Lake Champlain, and even threaten the upper Mississippi across the Illinois Canal!"

THE REBEL MILITARY BILL.

A LATE number of the *Richmond Enquirer* contains the Military Bill which passed the Rebel Congress a few days previous to its final adjournment. As it differs in several important points from those to which we have previously alluded, we will give a brief abstract of its principal provisions. It declares that all white men between the ages of 17 and 50 shall be in the military service of the Confederate States "during the war," and that all between the ages of 18 and 45 "shall be retained during the 'present war' in the same organization in which they were serving at the time of the passage of this act, unless they are regularly discharged or transferred. Taking it for granted that the empty thanks of Congress are not enough to compensate the soldiers who go through the form of "re-enlisting" under this clause, the law generously votes one hundred dollars bounty to each non-commissioned officer and private who shall be in the service on October 1st; but this bounty is payable only in a six per cent. government bond, and as it takes twenty-two dollars of Rebel currency to purchase one dollar in specie, it is probable that a lively imagination will be required to discover any pecuniary value in one of those promises to pay seven months from the present time.

The law also provides for forming all between 17 and 18 years of age into a reserve corps, not to serve out of the State in which they reside, but prohibits the assignment of any of this class to duty in any of the bureaus, departments, or hospitals. Those who are declared physically disqualified for active service, and persons between 45 and 50 years of age, are to attend to this kind of work. The President is also authorized to make details of artisans, mechanics, or persons of scientific skill, to perform "indispensable duties" in the different departments."

The exemptions which this law authorizes differ in some respects from those permitted by the bill which the Rebel Senate framed. The public printer and such journeymen as he shall certify on oath to be indispensable to the performance of the work of his office are added to the list of favored ones, and the clause in the old law shielding professors and teachers was allowed to stand. One person as owner or agriculturist is to be exempted on each farm or plantation upon which there are now, and were on January 1,

fifteen able-bodied field hands between the ages of 16 and 60. This is a trifle more liberal than the bill we sketched a short time since, which named twenty as the number of slaves necessary to exempt an owner, but the conditions are much more stringent. In no case is more than one person to be exempted for one farm or plantation, and he is required to execute a bond pledging himself to deliver at such place as the Secretary of War may designate, within twelve months next ensuing, one hundred pounds of bacon, or its equivalent in pork, if the government elects, and one hundred pounds of nett beef (on foot) for each able-bodied slave on the plantation. In certain cases the Secretary of War is empowered to direct a commutation of this meat to two-thirds in grain, which shall be delivered at equivalent rates. The person exempted under this clause of the law also binds himself to sell his marketable surplus of provisions and grain at the prices fixed under the impressment act.

The Secretary of War is authorized, under the direction of the President, to detail such persons as he may be satisfied ought to be exempted "on account of public necessity," and to ensure the production of grain and other provisions for the army and for the families of soldiers. He may also grant exemptions or details on such terms as he may prescribe, to such overseers, farmers or planters "as he may be satisfied will be more useful to the country "in the pursuit of agriculture than in the military "service;" but these are to be revoked whenever those exempted shall fail diligently to employ in good faith their own skill, capital and labor exclusively in the production of grain and other provisions, to be sold to the government at the prices which it shall name.

Inasmuch as experience has demonstrated that there are not now enough men at home to properly attend to their agricultural duties, it is hard to see how Mr. DAVIS can comply with this permissive provision of the law without disorganizing the armies now in the field. In any event, he may hereafter be held responsible by the press and people for any scarcity of supplies, and it is further probable that he will wish before the next campaign is ended that Congress had not conferred these dictatorial privileges upon him. Certainly, it seems as if no more stringent law than this could well be devised, and the members of the Congress which has just dissolved will probably have the satisfaction of reflecting that they have done all in their power to "develop" as well as to exhaust the resources of their Confederacy. The Rebel army, however, will entertain the conviction that its Congress has gone as far as it was possible for it to do in recruiting the shattered ranks of the regiments in the field, and strengthening them to open the spring campaign vigorously. Has the Federal Congress done as well by its Army? We think not.

In the *New York Times* of the 21st inst., we find an account of the performance at sea of the fine new iron-clad, the *Re d'Italia*, and under the head of "Introductory" this remarkable paragraph occurs:

Since Noah's ark was made, the bulwarks of ships have been high and straight. When iron-clads came in vogue these features were preserved, and iron laid plainly on the old-fashioned sides. The *Re d'Italia* is the first broadside armored vessel with newly-shaped bulwarks. Her sides illustrate an attempt to counteract the oscillatory influence of armor, by inclining the upper portion of her bulwarks toward the centre of her hull. The idea is American, and its first practical test is over. Nothing hitherto written about this craft has touched this point—to which every other attribute is secondary. Hence the importance of the trial trip, just concluded.

Now, since the days of NOAH's ark very many improvements have been made in ships' models, and their bulwarks have not by any means been made high and straight, as witness nearly every war ship afloat. When iron-clads "came in vogue" these features were not preserved, as every body knows who has seen or read of the *Merrimac*, or the gunboats on the Western waters: the sides of these ships are inclined at various angles with the hulls. The *Re d'Italia* is not the first broadside vessel with newly shaped bulwarks; for the *Keokuk*, the *Ironsides*, the *Galena*, and any number of British armored ships are built thus, and the sides of the *Re d'Italia* illustrated nothing new in this respect. The idea is not American, and is not an important advantage. Shot fired at long range are received by inclined sides at, or nearly at, right angles, the most favorable situation for penetration. In attempt-

ing to pass Fort Darling the *Galena* was riddled, as the elevation of the guns in the Fort gave a right line to the angle of her sides. The reporter is undoubtedly correct in observing that nothing has hitherto been written about this point of the *Re d'Italia*, and, he might have added, for the reason that those familiar with the subject see nothing in it to provoke comment. The remainder of the article consists of the reporter's "opinions" about the seaworthiness of the ship, and is a pattern of style as regards obscurity and opaqueness. If those who are unfamiliar with nautical and engineering science would confine themselves to the narration of facts on such occasions, and leave speculation to those who are competent for it, they would not bring journalism of this character into disrepute or mislead the public by false information.

ON the 7th of August, 1862, Brigadier-General HENRY W. BENHAM, an officer of long and distinguished service in the Corps of Engineers of the Regular Army, and who was made a brigadier-general of Volunteers on the 3d of August, 1861, was reduced from this latter rank, through a conception that he had broken positive orders in making an unsuccessful attack upon the Rebel works at Secessionville, on James Island, S. C. This attack was made June 16th, 1862, and was believed by General BENHAM to be indispensable to the holding of his position, which he had been ordered by Major-General HUNTER, his commanding officer, to "secure," at the same time that he was directed not to advance against Charleston. The attack was ordered to be made at the earliest daylight, but did not actually take place till after sunrise; and to this delay General BENHAM attributed the severe loss which followed. Without preferring charges against him, General HUNTER ordered his arrest, and sent him out of the Department. It may be remembered that the newspaper correspondents—who had no kindly feeling towards General BENHAM, who never sought to conciliate their favor—were severe in their criticisms. Influenced by a misconception of facts, and in accordance with the hasty judgments of the time, the Government revoked General BENHAM's commission as brigadier-general of Volunteers, and he was returned to duty as a field officer of Engineers.

After several months delay—in January, 1863—during which time this officer had no trial and could not obtain even a notice of any charges preferred against him, the matter was brought to the attention of the PRESIDENT, who did him the justice to order an examination of the case by Colonel HOLT, the Judge-Advocate of the Army. On the 26th of January, 1863, Colonel HOLT returned a report of his investigations, which entirely exonerated General BENHAM from blame: he was restored to his rank and assigned to the command of the Engineer brigade of the Army of the Potomac, which position he has since held with credit to himself and to the country.

Meantime there have gone out among the people, in hasty and crude histories of the war, utterly false and injurious accounts of the affair on James Island. It is to correct these mis-statements, and, at this late day, to do justice to an officer of twenty-seven years' gallant service, that the report of Colonel COLT is now made public. As for ourselves, we are glad of the opportunity to assist in righting the wrong, and we think it due to General BENHAM to say that we write without his solicitation and without having communicated with him on the subject. There are one or two other officers to whom a similar wrong has been done, and who deserve a similar public exoneration.

It is not necessary that we should draw the moral of this history, but we would ask the public to remember it and give it heed when they are disposed to pass hasty judgments in regard to military movements about which they have no trustworthy information.

It is reported that a Danish and a Swedish man-of-war were at St. Thomas on the 6th, coaling, preparatory to visiting New York, and it is suggested that their intention is to lie in wait for the Prussian and Austrian vessels now in this port.

By order of the Secretary of War, Alton, Illinois, attached to the Department of the Missouri, in General Orders No. 135, September 10th, 1862, has been retransferred to that Department from the Northern Department.

The iron-clad *Canonicus* made a second trip from Boston on the 23d, and returned in such a state that she will be detained several weeks for repairs. The gun carriages were damaged under circumstances which proved their inefficiency. One of the boilers was also damaged.

FOREIGN MILITARY AND NAVAL MATTERS.

CAPTAIN BLAKELY is engaged in manufacturing steel field guns for Denmark.

THE *Royal Sovereign*, cupola ship, is ordered to be completed so far as to be able to be undocked on the 8th March. Every exertion has been made for some time to expedite the work on board this ship.

THE British War Department has given orders for the supply of an 800-pounder gun to be manufactured by Captain BLAKELY, to be fired at the Royal Arsenal butt with an increased charge, and to be proved "to destruction."

It is currently reported that a suspension of arms has been ordered by the National Committee of Warsaw. Advantage would be taken of the period of voluntary inaction, to prepare fresh forces, in order to resume the struggle against the Russians in the spring.

ANOTHER soldier has been tried at Lyons. A man named Brosse, excited by ghost stories, got up and declared he would go in search of one. He took his musket with him, met another soldier, and shot him dead. The defence was, eight campaigns and a wound in the head. The sentence was five years' imprisonment and military degradation.

AN examination of the iron screw steam troop-ship *Megara* at Devonport, England, disclosed the fact that one of the plates was so nearly eaten through with rust that it has been regarded as a matter of wonder how she reached England without some serious mishap having occurred to her. An extraordinary quantity of weeds, barnacles, and other filth had accumulated on the bottom of this vessel.

THE *Amphion*, 26, 1,474 tons, 300-horse power, screw steamer, the name of which has been removed from the list of vessels of the Royal British Navy, is to be sold out of the service. Every precaution will be taken, it is said, to prevent the *Amphion*, as well as other vessels which are ordered to be sold, falling into the hands of persons who might use them in committing an infraction of the English neutrality laws.

THE British Admiralty has ordered six pairs of engines with twin screws, similar in design and power to the engines of the screw launch *Experiment* recently fitted by the steam factory department of Portsmouth Dockyard, and the experimental trials of which, both as regarded speed and steering power or capabilities of towing, have been attended with the most satisfactory results. The engines thus ordered will be fitted to the launches of six first-class ships in commission.

RECENT experiments at Shoeburyness and Portsmouth have proved that spherical steel shot fired from any smooth-bore gun at short range against armor-plates of 5½ inches in thickness are so destructive that our present armor-plating must be worse than useless at close quarters. The spherical steel shot may, however, be fired from a simply rifled gun, and its effect when so fired from this description of weapon upon armor-plates has yet to be ascertained.

New regulations, dated January 1, 1864, which took effect from the beginning of this year, have been issued in regard to the examination of candidates for commission in the British Army. They take the place of the regulations issued on September 1, 1863, and on previous dates. By the former regulations the age of candidates examined for direct appointments was required to be not under 18, the latest limit for the infantry being 23, for the cavalry 25, and for colonial corps 28 years. The age of candidates is now until further notice from 18 to 20 years for the infantry, from 18 to 22 for the cavalry, and from 18 to 26 years for colonial corps.

A PARTIAL trial was made recently at Portsmouth dockyard of a folding boat, intended by the inventor for use with troop or emigrant ships. The boat is flat-bottomed, with pointed ends, and will carry fifty people at a very light draught of water. In receiving passengers from any ship under circumstances of abandonment at sea it would require to be heavily weighted in addition to its human freight, in order to render it safe. Its great merits appear to be the very small space twenty such boats would occupy when folded up and stowed away on board ship, and the large amount of boat accommodation which would thus be available in the event of disaster.

THE London *Army and Navy Gazette* says that the WHITWORTH and ARMSTRONG Committee, appointed at Woolwich by the War Department to decide on the competitive merits of the two rival gunmakers, have received a notification from the WHITWORTH Company stating that their arrangements are still incomplete, and that no definite time can be fixed at present for the trial to take place. The whole of the ARMSTRONG guns have been in readiness for some time past and are as follows:—Three 12-pound muzzle-loaders, rifled on the shunt principle; three 12-pound breech-loaders, and six 70-pound breech-loaders. The WHITWORTH guns proposed to be furnished for the trial are six 12-pounders, as above, and three 70-pounders.

ACCORDING to the report of a British Army Surgeon the healthfulness of the various foreign military stations has much improved within a few years. The mortality in the regiments stationed at Jamaica formerly ran as high as 260 in 1,000 of strength per annum, or a British regiment was entirely destroyed in about three years and a half. At a later period the mean of four healthy years gave in the same colony

sixty-seven deaths in 1,000 of strength per annum. Up to 1855 it was as high as 60·8 per 1,000 of strength; it is now reduced to 20·4 per 1,000. In Bengal, mortality has been 73·8 per 1,000 (a regiment destroyed in eleven years); Bombay mortality has been 50 per 1,000; Madras mortality has been 38·6 per 1,000, or nearly twice as healthy as Bengal. The highest in Bengal was 96 per 1,000 men; lowest ditto, 51 per 1,000; the highest in Bombay was 80 per 1,000 men; lowest ditto 48 per 1,000.

AN East Indian newspaper speaks of a new species of rifle bullet on the shell principle, invented by Captain FOSBERRY, of the British Army. The bullet, according to our authority, is much the same in shape as the conical one at present in use by the British Army, but is not quite so long nor so pointed. It is hollow of course, and the inner surface is cut into three divisions by means of circles described upon the sides. In this receptacle the explosive composition—which remains a mystery with the inventor—is placed. "It is said that upon striking an object, the diminutive shell will explode and shatter the object. Should this invention prove a success, and should the bullet be introduced into the service, to get wounded will in most cases be to get killed."

THE Glasgow *Mail* says that a formidable ram, now approaching completion in one of the ship-yards of that city, has been purchased for the Danish Government. This is the second armor-clad vessel which the Danes have obtained from the Clyde. The former one, a cupola ship, built according to the plan of Captain COLES, of 1,246 tons burden, and having engines of 240-horse power, was commissioned from the Messrs. NAPIER, and now forms part of the Danish fleet under the command of Captain ROLFE KRAKE. The present is a much more powerful ship. Her burden is 3,500 tons; her engines are 500-horse power, and she has a prow which it would be a very awkward thing for another vessel to come into collision with.

GENERAL KRZYWANOWSKY, as we learn from the *Invalide Russe*, has been appointed Governor of Lithuania in place of General MOURAVIEFF. The *Invalide Russe* believes that the new governor will not find his task a difficult one. Lithuania, it says, except some small bands which are wandering in the forests, and exist only by plunder, is completely pacified, and the new governor will have only to regulate the civil administration, and heal the wounds that the insurrection has inflicted on the country. Every day deputations of priests and nobles present themselves at Wilna to abjure their error, and to take the new oath of fidelity. The address brought by the last deputation, which arrived at Wilna on the 1st of January, was covered by 1,500 signatures.

A BLAKELY cast-steel gun, while being proved previously to its being shipped for the Russian Government, cracked one of its outer hoops at the back of the trunnions, and on the following day, by desire of Captain BLAKELY, the charge was increased to 50 lb. of powder, and the usual cylinder—viz., one of 3 cwt. and 1 qr. Notwithstanding the increased charge of 5 lb. of powder and the injury to the hoop, the proof was perfectly satisfactory. The 9-inch bore is surrounded by four tubes of cast steel, each nearly 4 inches thick, and appears capable of resisting any amount of shock. The successful proof, after an outer tube had split, shows that three of these tubes suffice to resist the explosive force of any requisite charge; and in future the outer ring, which was 3 in. broad by 3 in. thick, will be dispensed with. Great doubts are expressed, however, whether these guns can resist the concussion of gun-cotton, with which it is stated they are intended to be charged.

A NEW iron-clad vessel of the smaller class, which is about to be introduced into the British Navy, will soon be commenced at the Chatham dockyard. Admiral SARTORIUS writes to the London *Times* on the subject of the English iron-plated ships. He says that Mr. REED has now confessed what he himself always held, that the vessels of the *Warrior* and *Royal Oak* class are a mistake. They are too large and unhandy for service, and are utterly unfit for coast service. The Monitors, also, he considers erroneous in principle. He would have small, speedy vessels, which shall themselves be the gun-carriage, movable by the twin-screw. This twin-screw, he believes, in contradiction to Mr. REED, to be a most important invention, since it gives the power of turning round and round without going ahead or astern. In the contest between guns and ships he thinks the guns have won the day. These are still capable of infinite improvement, but the limit of progress has been reached with ships.

A CORRESPONDENT of an English paper writes that the iron-ship *Black Prince*, on her recent voyage from Santa Cruz to Gibraltar Bay, proved herself to be the "finest ship in the world." One day, about 9:30 A. M., he writes, Admiral DACRES made a signal for us and the sister ship, the *Warrior*, to have a sailing match till 1 P. M. Consequently we crowded on the canvas, and there being a stiff breeze we soon ran the admiral and the *Defence* both down. At 11:30 the breeze freshened, and became a gale, accompanied by a heavy surging sea; still, nothing daunted, Captain WAINWRIGHT, assisted by Commander RICH, carried out the admiral's order, and kept the canvas on her to see what the iron fleet was made of. She acted remarkably well, and having once obtained a fair heel over, she was as steady as if lying at Spithead. We had a few casualties, split two jibs, stay sails and fore-top sail, carried away jib-boom, and sprung foretop

gallant mast. With all we had a dry deck, as she rode the seas like a duck, quite contrary to all expectations of so heavy an iron ship.

THE iron masts of the *Achilles*, the largest ever constructed for a vessel-of-war, were successfully fitted on the 6th January last by means of the massive floating sheers, which were towed down from the dockyard to Gillingham Reach for that purpose. The mainmast weighs no less than 21 tons 12 cwt.; its length being 121 feet 9 inches, diameter 3 feet 4 inches, and length of head from hounds 20 feet. Each mast is formed of three curved plates half an inch in thickness, which form the skin or outside shell of each, the joint where the vertical edges of the plates meet being so formed that the outsides of the masts show no ridges. Under each of the vertical joints three strong tie-irons are placed, to which are riveted the plates forming the mast; the rivets on the outside being countersunk or let in flush, the exterior of the mast consequently presenting a round and perfectly smooth surface. The masts are parallel from the heel to the hounds, where a horizontal plate is introduced, which is made to carry the top, and this plate facilitates the reduction of the size of the mast from the hounds to the cap. Where the shrouds pass over the masts the plates are double, to resist the extra strain and wear.

THE London *Times* boasts that in spite of the start the French got in launching *La Gloire* and *La Normandie*, the English are now ahead of them in the number of iron-clad ships afloat, the number launched and fitting, and in the number building, while in the still more important particulars of strength, size, and speed the French possess no ships whatever that can be even named in comparison with those of the *Warrior* or *Minotaur* class of frigates. It is claimed that the English have ten iron frigates afloat as against six of the French; three launched and fitting as against two of the French; six nearly ready for launching against two nearly ready for launching in France; and five in various stages of building, while the French have six in the same condition—a total in all of twenty-four English iron frigates against only sixteen belonging to France. It is believed also that the French Marine intend to commence no new vessels this year; while it is to be hoped that at least two more on the plan of the *Bellerophon* will be begun in England. The *Times* proceeds to praise its *Warriors* and *Minotaurs* at the expense of the ships of every other country, declaring in its usual boastful tone that they have never been equalled or even approached. It closes a very complacent article by saying:—"On the whole, on a comparison of the iron-clad fleets of the two countries, we have every reason to feel proud of our own, and—what is better than feeling proud—to feel secure while we have got them."

THE ATTACK ON MOBILE.

THE New-Orleans correspondent of the *Index*, the rebel organ in England, writing under date of January 9th, thus refers to the preparations for an attack upon Mobile:

Regiments are arriving at Ship Island from Pensacola, while others are being transferred from there and from this city to East Pascagoula, and other points on the Mississippi Sound, south-west of Mobile. Banks cannot mean to threaten seriously Mobile with the forces at present at his disposal, though should he advance inland from East Pascagoula towards the city, even on a raid or for a reconnaissance in force, I am assured the Confederates will attack him vigorously. Banks may have the co-operation of a column moving across the State of Mississippi from some point—Port Hudson, Natchez, or Vicksburg—on the river. I have heard a rumor to that effect, and the arrival here of General M'PHERSON, the Federal commander of all the forces on the river between Port Hudson and Memphis, gives some show of color to the report. He has been here now going on a week, consulting and planning, doubtless with BANKS. The extraordinary and unprecedented weather which has prevailed here during the last ten days would have prevented any movement by either BANKS or M'PHERSON. General DABNEY U. MAURY, who commands in Mobile, has doubtless reaped the full benefit of the term of grace vouchsafed by the weather, and is now ready for the enemy. I take for granted that he is fully aware of the intended move, for the Federal commander here has never yet been able to make even the least significant movement without its being promptly communicated to the nearest Confederate post. The spy system of the Confederates in this department is vast beyond precedent and almost wholly voluntary. Should General MAURY need them, General POLK, who commands in Mississippi, will be able to spare him fully 10,000 men, and retain at the same time sufficient force to hold in check any Federal column advancing from the river, unless, indeed, that column should turn out to be much larger than General M'PHERSON could at present spare for such an expedition. I am assured that a force of from 15,000 to 20,000 men can be concentrated at Mobile in twenty-four hours, and from what I have learned of the extent and nature of the city defences on the land side, this force would be more than enough to hold it against twice its numbers. There is no talk of a fleet co-operating by an attack on the forts in the harbor. I opine the Federals know well enough that there would be just as little glory or profit in such a venture as in their vindictive, protracted, and bootless siege of Charleston. If a fleet does attack Mobile, you need not be surprised to hear of Admiral BUCHANAN, the hero of the *Merrimac*, receiving his late brothers-in-arms of the United States Navy with a very warm welcome. The navy yards in the Alabama and Tombigbee rivers have not been idle, and if the blockade fleet does not keep a bright lookout, both night and day, BUCHANAN may repeat the lesson of Hampton Roads. The Confederate navy is growing large and formidable in the former river, in the waters of Wilmington, Charleston, Savannah, and Mobile, and it will prove itself ere long.

THE ARMSTRONG SHUNT.

THE prestige of Sir WILLIAM ARMSTRONG'S guns is steadily on the decline in England. The heavy breech-loading guns constructed on his system have been irretrievably condemned, and it is questionable whether those up to 40-pounders will be retained for field service. Even the monster "shunt" gun, which was ushered before the world with such a flourish of trumpets, has disappointed the expectations of the public. As we mentioned last week, its denomination as a 600-pounder was calculated to create a false impression; but this is an old trick. For the past two or three years the wonder of the British public has been excited by statements of the extraordinary performance of the 7-inch Armstrong breech-loader, which was denominated a 100-pounder or a 200-pounder at pleasure, when, in fact, classed according to a spherical shot of the same diameter as the bore, it was only a 50-pounder. The much vaunted 600-pounder in the same way turns out to be only a 300-pounder, which, used as a rifled gun, is not more effective up to a range of 600 yards than a 300-pounder smooth-bore. The peculiar system of rifling adopted by Sir WILLIAM not only weakens the gun, but occasions a loss of initial velocity of about one-fifth. The term "shunt" applied by him to his method of rifling, would seem to convey the idea that the projectile shifts from one set of grooves to another. But that is not the case. The ribs on the projectile, when the charge explodes, jump from the driving to the bearing sides of the grooves, as all rib-rifled projectiles do. The rifling consists of ten grooves in the bore, and ten corresponding ribs in the shot. To the ribs zinc studs, six to each rib, are affixed on the bearing sides. Yielding to the pressure of the gas, the soft metal studs are intended to equalize the friction of the bearing surfaces, and relieve the gun from the strain which might arise from the inequalities of the surfaces in contact, as the projectile passes through the bore.

At the recent trial, the large "shunt" gun, weighing twenty-two tons, was fired alternately with cast-iron cylindrical rifled shot of 512 pounds and a charge of 70 pounds, and with cast-iron round shot of 304 pounds and the same charge. At 120 yards from the mouth of the gun, the velocity of the rifled shot was 1,265 feet per second, and that of the round shot, 1,565 feet per second. Fired as a smooth-bore, and loaded with a 300-pound round shot, the gun could bear without strain a much heavier charge of powder than when loaded with a 500-pound rifled cylinder, thus giving the smooth-bore system a decided superiority over the rifled. Sir WILLIAM, who was unable to manufacture a breech-loader more powerful than a 7-inch bore—the equivalent of a 50-pound smooth-bore—has only succeeded in producing a 13-inch rifled muzzle-loader, which, though called a 600-pounder, is in fact less powerful than a 300-pound smooth-bore. This system of rifling has been proved to be inferior to that of BASHLEY BRITTON, which in the recent trials gave with a charge of one-tenth a greater initial velocity than the ARMSTRONG with a charge of one-eighth.

At a recent meeting of the United Service Institution, Captain FISHBOURNE, R. N., read a paper on Naval Ordnance, in which he asserted that the ARMSTRONG rifling system was an utter failure, and supported his statement by undeniable facts. He believed that at no distant day the whole of the coil-manufactured guns (ARMSTRONG'S) would become old stores; they were all in a state of disintegration, and had to be treated as a fragile and unhealthy article. Only one thing was wanted to complete the programme of putting these guns on board ship, and that was to send the invalid artillerymen with them. Among other defects, they were unable to stand the firing of round shot with high charges, and this was one of their greatest defects. They burst, or blew out their breeches. So much for tension. Then as to time. With low charges, which saved tension, a much slower discharge took place than from a smooth-bore; and this, in many cases at sea, would be a fatal failure. With respect to the projectiles coated with lead, he said that the lead in the course of a short time exfoliated without being used at all; the effect of other climates might be conceived on this point, and in use the fouling of the gun was certain from this cause, and the flight of the projectile was most uncertain.

As we intimated last week, the English Government have been compelled to acknowledge, in a halting way, the inferiority of the ARMSTRONG breech-loader; but the fate of the ARMSTRONG "shunt" remains to be decided. While Captain BLAKELY, and other constructors, are manufacturing for foreign nations guns confessedly superior in every respect to the ARMSTRONG, that government voluntarily adopts the latter. The science of artillery is yet in its infancy; but of all the systems before the world, the English have adopted the one which seems to promise the least satisfactory results at the greatest cost.

THE HISTORY OF RIFLED ARTILLERY.

THE following remarks in regard to the history of rifled artillery we extract from Sir J. E. TENNANT'S book, entitled "The Story of the Guns:—"

The idea of rifling artillery was far from being new; it had been tried in Germany more than a century before our time, and ROBINS, the accomplished inventor of the "ballistic pendulum" for determining the relative velocity of projectiles, experimented on rifled field-pieces in England so far back as 1745. M. PONCHARA at Paris in 1819, and MONTIGNY at Brussels in 1836, and again at St. Petersburg in 1836, had in succession renewed the attempt. Colonel CAVALLI in Sardinia, and Baron WAHRENDORF in Sweden, each carried on experiments in rifling, and combined with inventions for breech-loading; but the measure of their success was not attested by the practical adoption of any of their plans. Colonel TREUILLE DE BEAULIEU made more than one effort between 1840 and 1852 to revive the subject in France, and at length, in 1854, NAPOLEON III., himself an authority on artillery, convinced by the protraction of the operations before Sebastopol of the insufficiency of smooth-bore siege guns to meet the requirements of modern warfare, directed the resumption of experiments on rifled cannon. Uniting in one piece various suggestions of previous inventors, amongst others of Baron WAHRENDORF and Lieutenant

ENGSTROM, some brass guns were grooved under the direction of Colonel TREUILLE DE BEAULIEU, and sent for immediate service to Algeria. With further improvements, suggested by their trial there, and afterwards in Cochinchina, France was the first to possess herself of rifled field guns, and the earliest opportunity for the display of their destructive forces was afforded by the Italian campaign of 1856. The guns there employed were rifled with six rounded grooves, and being capable of firing ordinary ammunition as well as elongated projectiles from long distances, they scattered the reserves of the Austrians, rolled back the charges of cavalry, and ploughed through squadrons at close quarters with case shot and canister. This result was a signal for the re-construction of all the artillery of Europe. Impressed with its importance, England was the first of the great powers to follow the lead of France, and so rapid was her advance upon it, that specimens of her newly-developed skill in the manufactory of rifled cannon, displayed at the Great Exhibition in London in 1862, called forth the unrestrained admiration of M. TREUILLE DE BEAULIEU, who acted as the commissioner of France. Fascinated by the beauty of the English guns, and passing the most cordial eulogium on the surpassing quality and splendor of their workmanship, "un luxe et une puissance d'outillage merveilleux," he accompanied his phrase by the consoling reflection that although no examples of French artillery were exhibited in competition with those of ARMSTRONG and WHITWORTH, still its paramount influence was apparent, in these magnificent productions of its rivals. The remark, however true, embodied only a part of the truth; for England, though thus suddenly stimulated to exertion, was impelled less by the performance of the "canons rayés" of France than by the recently developed powers of the rifle. The cooperation of artillery with infantry in the field rendered each a constituent element in our system of tactics; and the alteration which raised the qualities of the one necessitated a corresponding change in the other.

THE DEFENCE OF COASTS.—We noticed, two weeks ago, an article by Captain GRIVEL in the *Revue Contemporaine*, entitled "La Guerre des Côtes." The article is continued in a subsequent number of the same periodical, and especial attention is given to the subject of the defence of coasts. After remarking on the excellence of earth-works for the defence of coasts and ports, and on the necessity of supporting such works by flotillas of iron-cased gunboats, Captain GRIVEL says that the large iron-clads, built with a view to engagements between fleets in the open sea, may sometimes contribute to the defence of coasts in deep roadsteads of sufficient extent to allow of their evolutions, especially if armed with Admiral LABROUSSE'S powerful spur. Floating batteries, drawing but a few feet of water, but mounted with powerful artillery, are slow to move, but formidable in the defence of ports, acting like squares of infantry in the field-tactics of former days. The old vessels which now encumber the ports, may, in default of new gunboats and rams, do good service in the defence of ports, if cut down to the lowest tier, and protected, like a siege-battery, with sacks of earth. They may also be armed with spurs, and driven, at a small risk, against the enemy's vessels. Every military port, according to our author, should be provided with boarding-rams, for the spur, he thinks, will soon rival the cannon, and become the great specific of coast defence. Rams need hardly be mounted with guns, but they must be covered with armor all over, fast-goers, and easy to work. They must draw but little water, and be able to turn within a small compass. Ready by day and by night to make vigorous sallies, chained together at the entrance of a port, these rams will become the terror of the besieger. They may occasionally be rendered more formidable by a turret armed with a heavy gun. In case of their springing a leak, catching fire, or any other serious disaster, they must be able to run into some safe creek or river whither the enemy cannot follow them. Captain GRIVEL then passes to gunboats, which, in his opinion, are what light cavalry is to armies on land. They may throw themselves into skirmishing order, watch the enemy from secure ambushes, and harass the enemy's larger vessels; they offer but an uncertain target to the guns of a ship, and can take refuge in any small port or inlet, until an opportunity offers for capturing the enemy's merchant shipping or breaking a blockade.

ARMY GAZETTE.

NOTICE TO DELINQUENTS.

The following officers, having been reported at the headquarters of the Army for the offences hereinafter specified, are hereby notified that they will stand dismissed from the service of the United States unless, within fifteen (15) days from February 23, 1864, they appear before the Military Commission in session in Washington, of which Brigadier-General Ricketts, United States Volunteers, is President, and make satisfactory defence to the charges against them:—

Absence without proper authority.

First Lieutenant William G. Ashton, company G, 100th Pennsylvania volunteers.
First Lieutenant Andrew J. Dingman, company G, 128th Ohio volunteers.
Lieutenant Gustave Scharf, 119th New York volunteers.
Surgeon William F. McCurdy, 87th Pennsylvania volunteers.
Second Lieutenant George W. Moore, company G, 113 Pennsylvania volunteers.
Captain William T. Wiggins, company C, 49th New York volunteers.
Second Lieutenant William Tindal, company H, 49th New York volunteers.
First Lieutenant L. Herrick, 9th New York cavalry.
Captain W. P. Dye, 8th New York cavalry.
First Lieutenant D. B. Merriman, 6th New York cavalry.
Lieutenant W. R. Russell, 4th Vermont volunteers.
Second Lieutenant G. W. McColloch, 8th Maryland volunteers.
First Lieutenant R. Q. M. C. C. Adrian, 8th Maryland volunteers.
Captain D. H. Connor, 2d Pennsylvania Reserves.
Major Joseph S. Smith, 10th Illinois cavalry.
Captain J. C. Nebarger, 16th Illinois cavalry.
Lieutenant G. A. Bruce, 16th Illinois cavalry.
Captain Lyman Richardson, 1st Nebraska cavalry.
Captain Henry Clayborn, 38th Iowa volunteers.
First Lieutenant O. S. Brown, 160th New York volunteers.
Second Lieutenant James J. Glynn, 174th New York volunteers.

Desertion.

Captain Daniel H. Connors, company A, 2d regiment infantry, Pennsylvania reserves.

Absence without leave.

First Lieutenant R. M. Cross, 36th Massachusetts volunteers.
Chaplain W. Gibson, 44th Pennsylvania volunteers.

First Lieutenant Samuel Haynes, 45th Pennsylvania volunteers.
First Lieutenant L. D. Seely, 45th Pennsylvania volunteers.
First Lieutenant H. P. Craven, 100th Pennsylvania volunteers.
First Lieutenant W. G. Ashton, 100th Pennsylvania volunteers.
Assistant Surgeon Abraham Mass, 100th Pennsylvania volunteers.

TO BE RECOMMENDED FOR DISMISSAL.

Captain N. H. Owings, Commissary Subsistence of volunteers, having been reported at headquarters of the Army for failing to report at Cincinnati, Ohio, as ordered, is hereby notified that he will be recommended for dismissal from the service of the United States, unless within fifteen (15) days from Feb. 20th 1864, he appears before the Military Commission in session in Washington, of which Brigadier-General Ricketts is President, and makes satisfactory defence to the charges against him.

EXEMPT FROM APPEARING.

Captain Edward Treacey, 3d United States cavalry, having been reported at the headquarters of the Army as having failed to report at Cincinnati, Ohio, as ordered, for which he was published officially February 15th, 1864, is hereby notified that he is exempt from appearing before the commission in session in Washington, of which Brigadier-General Ricketts is President; satisfactory explanation having been made in his case to this office.

ERRONEOUSLY REPORTED AS DELINQUENT.

TREASURY DEPARTMENT,

SECOND COMPTROLLER'S OFFICE,

February 8, 1864.

Sir: I have respectfully to state, that from information received from the Third Auditor, it appears that the disbursing officers named in the annexed list have been erroneously reported to this office as delinquent in the rendition of their accounts for the months set opposite their names.

With great respect, your obedient servant,

J. M. BRODHEAD,

Comptroller.

Hon. SECRETARY OF WAR.

Captain L. W. Percé, June, July, August, 1863.
Lieutenant J. H. Donaldson, June, July, August, 1863.
Captain S. Sturgeon, August, 1863.
Lieutenant R. Daley, June, July, 1863.
Captain G. H. Swartwout, November, 1863.
Lieutenant J. R. Roberts, August, September, 1863.

TREASURY DEPARTMENT,

SECOND COMPTROLLER'S OFFICE,

February 16, 1864.

Sir: I have respectfully to state, that from information received from the Third Auditor it appears that the officers named in the annexed list have been erroneously reported to this office as delinquent in the rendition of their accounts for the months set opposite their names.

With great respect, your obedient servant,

J. M. BRODHEAD,

Comptroller.

Hon. SECRETARY OF WAR.

Lieutenant W. P. McCleary, June, July, August, September, October, 1863.
Captain F. M. Sanders, June, July, August, September, October, 1863.
Lieutenant W. H. Gill, June, July, August, September, October, 1863.

Lieutenant Frederick C. Ogden, September, 1863.
Captain Lyman Bissell, June, July, August, 1863.
Captain A. W. Shipley, June, August, September, October, 1863.
Captain C. Hopkins, July, August, 1863.
Captain D. W. Porter, June, July, August, September, 1863.
Captain Samuel P. Low, June, July, August, September, 1863.
Assistant Quartermaster General Thomas Swords, October, 1863.
Captain Robert Graham, September, 1863.
Lieutenant Jesse Robinson, June, July, August, September, October, 1863.

Lieutenant R. Dalley, (Cal.) June, July, 1863.
Major J. W. Gordon, June, July, August, September, October, November, 1863.

Lieutenant E. S. Tucker, July, August, September, October, 1863.
Lieutenant E. W. Livermore, November, 1863.
Captain W. E. Hall, (Cal.) June, July, August, 1863.
Captain J. E. McLusick, September, 1863.
Captain L. B. Norton, July, August, September, October, 1863.
Captain W. G. Rankin, October, 1863.
Lieutenant J. C. Kulan, June, July, August, 1863.
Captain E. T. Reed, October, 1863.
Captain Samuel W. Fordyce, August, September, October, 1863.
Captain M. C. Garber, June, July, August, September, October, November, 1863.

DISMISSALS

For the week ending February 20, 1864.

Lieutenant-Colonel Wills De Hass, 77th Ohio Volunteers, to date December 7, 1863, for absence without proper authority.
Captain John Mann, 31st Ohio volunteers, to date February 15, 1864, for drunkenness.
Assistant Surgeon A. L. Williams, 74th Ohio volunteers, to date January 26, 1864.

Assistant Surgeon Jonathan E. Davis, 27th Michigan volunteers; and
Assistant Surgeon H. S. Taft, 105th Ohio volunteers, to date January 13, 1864, for absence without proper authority, having been published officially and failed to appear before the commission.

First Lieutenant James Martin, 31st Ohio volunteers, to date February 15, 1864, for drunkenness.
First Lieutenant Levi Sergeant, 135th Illinois volunteers, to date January 20, 1864, for absence without proper authority, having been published officially and failed to appear before the commission.

First Lieutenant W. D. Halbert, 1st Pennsylvania reserves, to date February 20, 1864, for attempting to visit the city of Washington without authority, and to pass the guard with a citizen's pass.
Second Lieutenant James R. Elliott, 76th Illinois volunteers, to date February 17, 1864, with loss of all pay and allowances, for deserting his command.

Second Lieutenant Anderson Dawson, 1st Virginia cavalry, date February 13, 1864, for drunkenness and disgraceful conduct.
Second Lieutenant Lafayette McCarty, 23d regiment invalid corps, to date February 10, 1864, for intemperance.

DISMISSAL CONFIRMED.

The order of dismissal heretofore issued in the following case has been confirmed:

Captain Converse G. Morgan, 11th New Hampshire volunteers, to date April 10, 1863, for renewed neglect of duty, while on picket, after having been previously reprimanded for the same offence.

DISMISSALS REVOKED.

The orders of dismissal in the following cases have been revoked: Captain Thornton Smith, Assistant Quartermaster of volunteers.
Captain Elias Combs, 5th New York artillery, and he is honorably discharged as of the date of dismissal.

RESTORED TO COMMISSION.

The following officers, heretofore dismissed, are restored, provided the vacancies have not been filled by the Governors of their respective States:

Colonel A. Moore, 28th Ohio volunteers.
Captain George A. Yeager, 50th Pennsylvania cavalry.
Major Martin J. Byrne, 13th Pennsylvania cavalry.
Major William M. Mabry, 11th Illinois volunteers, with pay from the date at which he rejoins his regiment for duty.
Assistant Surgeon Charles Stein, 58th New York volunteers, with pay from the date at which he rejoins his regiment for duty.
First Lieutenant Samuel C. Sloan, 33d Missouri volunteers, with pay from the date at which he rejoins his regiment for duty.

SENTENCES OF COURTS-MARTIAL.

First Lieutenant Edward C. Foster, 30th Wisconsin Vols., to be dismissed the service for drunkenness on duty, conduct unbecoming an officer and a gentleman and prejudicial to good order and military discipline. Sentence approved and confirmed by Major-General Pope, commanding the Department of the Northwest.

Private Thomas A. Haynes, Co. L, 3d Missouri Cavalry, to be shot for desertion. Sentence approved and confirmed by Major-General Rosecrans, commanding the Department of Missouri, who has ordered it to be carried into execution on the 15th of March next, under the direction of the commanding general of the St. Louis District, Missouri.

Captain Orlando C. Farquhar, 122d Ohio Vols., to be dishonorably dismissed the service, with loss of all pay and allowances, and to be forever disqualified for holding any office in the military service, for disobedience of orders, misbehavior before the enemy, and conduct to the prejudice of good order and military discipline.

NAVY GAZETTE.

REGULAR NAVAL SERVICE.

ORDERED.

Acting Second Assistant Engineer James H. Morrison, to the *Fulton*.
 Paymaster W. A. Ingersoll, to temporary duty in the Norfolk Navy Yard.
 Boatswain Charles Miller, to the *Seminole*.
 Boatswain Edward Kenney, to the *Saranac*.
 Lieutenant Lloyd Phenix, to the *Niagara*.
 Sailmaker John C. Herbert, to the *Ticonderoga*.
 Acting Ensign William S. Dana, to the *Brooklyn*.
 Chief Engineer K. M. Bartleman, to special duty at the Portsmouth Navy Yard.
 Assistant Surgeon Adrian Hudson, to the Philadelphia Naval Asylum.
 Lieutenant Beasley P. Smith, to the *Mackinaw*.
 Second Assistant Engineer Joseph Morgan, to the *Roonoke*.
 Commander J. C. Beaumont, to command the *Mackinaw*.
 Assistant Paymaster Mc C. Bishop, to the *Mendota*.
 Lieutenant Henry W. Miller, to the *Nereus*.
 Captain Wm. M. Walker, to command the *Osnipee*.
 Ensign Charles S. Colton, to the West Gulf Blockading Squadron.

DETACHED.

Acting Ensign W. W. Hendrickson, from the *Brooklyn* and ordered to the Pacific Squadron.
 Acting Ensign William Dunn, from the *Brooklyn* and ordered to the Pacific Squadron.
 Lieut.-Commander W. P. Jones, from the Washington Navy Yard and ordered to command the *Pocahontas*.
 Lieut.-Commander John H. Russell, from ordnance duty at Washington, D. C., and ordered to report to Commodore Montgomery for duty in the Washington Navy Yard.
 Assistant Surgeon Arthur Mathewson, from the *Minnesota* and waiting orders.
 Assistant Surgeon Edward M. Stein, from the South Atlantic Blockading Squadron and ordered North.
 Second Assistant Engineer Edward Farmer, from the *Kanawha* and waiting orders.
 Lieutenant-Commander A. Hopkins, from the South Atlantic Blockading Squadron and waiting orders.
 Carpenter Oliver H. Gerry, from the Practice Ship *Marion* and ordered to the *Saratoga*.
 Commodore Henry K. Thatcher, from the command of the *Colorado* and waiting orders.
 Lieutenants Benjamin F. Day and Henry W. Miller; Assistant Surgeons A. W. H. Hawks and Matthew Chambers; Paymaster Wm. H. Williams; Chief Engineer R. M. Bartleman; Second Assistant Engineer James H. Morrison; Gunner R. M. Cross; Sailmaker Wm. N. Maul; Boatswain A. M. Pomeroy and Carpenter John A. Dixon, from the *Colorado* and waiting orders.
 Second Assistant Engineer T. J. McDavid, from the *Roonoke* and ordered to the *Maumee*.
 Lieutenant-Commander Edward E. Stone, from the North Atlantic Blockading Squadron and waiting orders.
 Second Assistant Engineer H. D. Sillman, from the *Roonoke* and ordered to the *Mackinaw*.
 Ensigns Wm. R. Ridgman and A. S. Baker, from the *Niagara* and ordered to duty in the Pacific Squadron.
 Commander Edward Donaldson, from the command of the *Key-stone State* and ordered to command the *Seminole*.
 Lieutenant Albert Kantz, from the *Nereus* and ordered to duty in the Pacific Squadron.
 Boatswain Zachariah Whitmarsh, from the Receiving Ship *Princeton* and waiting orders.

RESIGNED.

Sailmaker Charles Lawrence, of the *Pennscola*.

VOLUNTEER NAVAL SERVICE.

ORDERED.

Acting Assistant Paymasters Wm. C. Robbins, P. S. Towle and A. G. Lathrop, to the West Gulf Blockading Squadron.
 Acting Master D. S. Murphy, to the *Canonicus*.
 Acting Assistant Paymaster W. T. Whittemore, to the *Circassian*.
 Acting Assistant Paymaster George Work, to the *Tecumseh*.
 Acting Master W. W. Crowninshield, to the *Ohio*.
 Acting Assistant Paymaster R. F. Goodman, to the *Cornwallis*.
 Acting Assistant Paymaster Phineas S. Towle, to special duty in New York.
 Acting Third Assistant Engineer Charles Wines, to the *Maumee*.
 Acting Masters Charles E. Hawkins and S. H. Cornell, to the Pacific Squadron.
 Acting Volunteer Lieutenant Frederick S. Hill, to the Mississippi Squadron.
 Acting Master Henry Megathlin, to the Mississippi Squadron.
 Acting Master Jacob Kimball, to the *Niagara*.
 Acting Assistant Paymasters George Work, George W. Allen, Abram P. Eastlake and Charles Cowley, to special duty at New York.
 Acting Assistant Paymaster John C. Osterlah, to the *Cherokee*.
 Acting Assistant Paymaster Wm. E. Sherwood, to the *Cornwallis*.

DETACHED.

Acting Master J. H. Eldridge, from the Potomac Flotilla and ordered to command the *Delaware*.
 Acting Assistant Surgeon Wm. Gale, from the *Matabele* and ordered to the *Galena*.
 Acting Master D. P. Heath, from the *Horace Beale* and waiting orders.
 Acting Master Henry S. Young, from the *Saranac* and ordered home.
 Acting Master's Mate Z. Fredmore, from the *Horace Beale* and ordered to the *Saranac*.
 Acting Assistant Surgeon W. H. Howayd, from the Mississippi Squadron and waiting orders.
 Acting Master E. Lewis, from the *Canonicus* and ordered to the *Saranac*.
 Acting Assistant Paymaster Louis Sands, from the Norfolk Naval Station and ordered to settle accounts.
 Acting Assistant Paymaster Ichabod Norton, from the *Horace Beale* and waiting orders.
 Acting Assistant Paymaster G. S. Redfield, from the *Circassian* and waiting orders.
 Acting Master's Mate Thomas P. Jones, from the *Arizona* and ordered North.
 Acting Master Robert Spavin, from the *Ohio* and ordered to the Mississippi Squadron.
 Acting Third Assistant Engineer Thomas Hinesline, from the *Anacostia* and ordered to the *Victoria*.
 Acting Assistant Paymaster E. S. Musgrave, from the *Glebe* and waiting orders.
 Acting Second Assistant Engineer Ansel B. Bease, from the *Merrimack* and ordered to the *Pink*.
 Acting Second Assistant Engineer John Powers, from the *Pink* and ordered to the *Merrimack*.
 Acting Master's Mate E. M. Hensley, from the *Mackinaw* and ordered to the *Victoria*.
 Acting Master Nelson Provost, from the command of the *Anacostia* and ordered to the Pacific Squadron.
 Acting Ensign J. H. Jackson, from the command of the *Primrose* and ordered to command the *Commodore Perry*.
 Acting Assistant Surgeon J. E. Gregory, from the North Carolina and ordered to the *Commodore Perry*.
 Acting First Assistant Engineer C. W. Pennington, from the *Colorado* and ordered to the *Tecumseh*.
 Acting Ensign George Dunn, from the East Gulf Blockading Squadron and ordered to the Potomac Flotilla.
 Acting Third Assistant Engineer Robert Rose, from the *Henry Brinker* and ordered to the *Commodore Perry*.
 Acting Assistant Surgeon D. McLane, from the *Galena* and ordered to report for duty to Rear-Admiral Farragut.
 Acting Assistant Surgeon H. S. Buckley, from the North Carolina and ordered to report for duty to Rear-Admiral Farragut.
 Acting Second Assistant Engineer Wm. Veitch, from the *Ennis* and ordered to the *Maumee*.
 Acting Third Assistant Engineer Henry C. Marrow, from the *Primrose* and ordered to the *Shavchen*.
 Acting Third Assistant Engineer Francis Dykes, from the *Eliza* and ordered to the *Victoria*.
 Acting Second Assistant Engineer Henry Moyles, from the *Augusta* and ordered to the *Vanderbilt*.

Acting Master B. F. Hoffner, from the *Princeton* and ordered to the *Galena*.

Acting Ensign A. J. Brower, from the *Tritonia* and ordered to the *Heliotrope*.

APPOINTED.

James L. Rhoades, Acting Third Assistant Engineer, and ordered to the *Henry Brinker*.
 John P. Cloyd, Acting Second Assistant Engineer, and ordered to the *Saco*.
 Charles F. Hirsch and Isaac H. Borden, Acting Third Assistant Engineer, and ordered to the *Circassian*.
 John Albert Fancost, Acting Third Assistant Engineer, and ordered to the *Henry Brinker*.
 William Rush, Acting Third Assistant Engineer, and ordered to the *Eliza*.
 James W. Hardman, Acting Third Assistant Engineer, and ordered to the *Primrose*.
 Charles Lawrence, Acting Master, and ordered to duty in the West Gulf Blockading Squadron.
 James Callahan, Acting Third Assistant Engineer, and ordered to report for duty to Commodore Darnin, at Baltimore, Md.
 Richard L. Evans, George F. Bean, Wm. C. James, Elias F. Crane, Wm. H. Mott, Richard Hopkins, John M. Russell, Franklin Chance, Lucius A. Cole, John B. Pratt, Cornelius Deweis, Jr., and Robert M. Hawks, Acting Master's Mate, and ordered to the Mississippi Squadron.
 Cecil A. Calver, James S. De Forrest and Charles F. Stanton, Acting Ensigns, and ordered to the Mississippi Squadron.
 Lucien B. Kerne and John Thompson, Acting First Assistant Engineers, and ordered to the Mississippi Squadron.
 Michael F. Fitzpatrick, Acting Second Assistant Engineer, and ordered to the Mississippi Squadron.
 William H. Wilson, Acting Third Assistant Engineer, and ordered to the Mississippi Squadron.
 Theodore F. Lewis, Acting First Assistant Engineer, and ordered to remain attached to the *Galena*.
 John Reilly, Acting Third Assistant Engineer, and ordered to the *Maumee*.
 Thomas C. Taylor, Acting Third Assistant Engineer, and ordered to the *Wyandank*.
 Henry T. Wright, Acting Assistant Paymaster, and waiting orders.
 Daniel L. King, Acting First Assistant Engineer, and ordered to the *Tullahoma*.
 Robert Mulready, Acting Second Assistant Engineer, and ordered to remain attached to the *Philadelphia*.
 William H. Leonard, Acting Third Assistant Engineer, and ordered to report to Rear-Admiral Bailey for duty in the Squadron under his command.
 Henry Grestorer and Enoch H. Carter, Acting Third Assistant Engineers, and ordered to the *Tullahoma*.
 Samuel R. Yeaton, Acting Third Assistant Engineer, and ordered to the *Algonquin*.
 Spencer Dervess and David McDonald, Acting Third Assistant Engineers, and ordered to the *Wamutta*.
 J. H. Morse, Acting Assistant Surgeon, and ordered to the Mississippi Squadron.
 Frank H. Thurber, Acting Second Assistant Engineer, and ordered to remain attached to the *Cherokee*.
 Thomas Walker, Acting Ensign, and ordered to the *Primrose*.

CONFIRMED.

Acting Master John L. Bryant; Acting Ensigns Charles W. Spooner and Albert Disenens; Acting Master's Mate James C. Campbell, James H. Jacoby, Wm. H. Aurnish, James C. Holloway, Benjamin A. Hines and George A. Ege; Acting First Assistant Engineers Aaron H. Armstrong, Richard Irwin and Washington Tenley; Acting Second Assistant Engineers Francis M. Peak, John Adkins and J. M. Marathan; Acting Third Assistant Engineers Franklin C. Warrington, Frank Royce and Wesley Royce, of the Mississippi Squadron.

Conclusion of General McClellan's Report, from page 447 of Supplement.

every field save one, and there the endurance of but little more than a single corps accomplished the object of the fighting, and by securing to the army its transit to the James, left to the enemy a ruinous and barren victory.

The army of the Potomac was first reduced by the withdrawal from my command of the division of General Blenker, which was ordered to the Mountain Department, under General Fremont. We had scarcely landed on the Peninsula when it was further reduced by a dispatch revoking a previous order giving me command at Fortress Monroe, and under which I had expected to take ten thousand men from that point to aid in our operations. Then, when under fire before the defenses of Yorktown, we received the news of the withdrawal of General McDowell's corps of about 25,000 men. This completed the overthrow of the original plan of the campaign. About one-third of my entire army (five divisions out of fourteen, one of the nine remaining being but little larger than a brigade) was thus taken from me. Instead of a rapid advance which I had planned, aided by a flank movement up the York River, it was only left to besiege Yorktown. That siege was successfully conducted by the army, and when these strong works at length yielded to our approaches, the troops rushed forward to the sanguinary but successful battle of Williamsburg, and thus opened an almost unresisted advance to the banks of the Chickahominy. Richmond lay before them, surrounded with fortifications, and guarded by an army larger than our own; but the prospect did not shake the courage of the brave men who composed my command. Relying still on the support which the vastness of our undertaking and the grand results depending on our success seemed to insure us, we pressed forward. The weather was stormy beyond precedent; the deep soil of the Peninsula was at times one vast morass; the Chickahominy rose to a higher stage than had been known for years before. Pursuing the advance, the crossings were seized, and the right wing extended to effect a junction with re-enforcements now promised and earnestly desired, and upon the arrival of which the complete success of the campaign seemed clear. The brilliant battle of Hanover Court-house was fought, which opened the way for the first corps, with the aid of which, had it come, we should then have gone into the enemy's capital. It never came. The bravest army could not do more, under such overwhelming disappointment, than the army of the Potomac then did. Fair Oaks attests their courage and endurance when they hurried back, again and again, the vastly superior masses of the enemy. But mortal man could not accomplish the miracles that seemed to have been expected of them. But one course was left—a flank march in the face of a powerful enemy to another and better base—one of the most hazardous movements in war. The army of the Potomac, holding its own safety, and almost the safety of our cause, in its hands, was equal to the occasion. The seven days are classic in American history; those days in which the noble soldiers of the Union and Constitution fought an outnumbering enemy by day, and retreated from successive victories by night, through a week of battle, closing the terrible series of conflicts with the ever-memorable victory of Malvern, where they drove back, beaten and shattered, the entire eastern army of the confederacy, and thus secured for themselves a place of rest and a point for a new advance upon the capital from the banks of the James. Richmond was still within our grasp, had the army of the Potomac been reinforced and permitted to advance. But counsels, which I cannot but think subsequent events proved unwise, prevailed in Washington, and we were ordered to abandon the campaign. Never did soldiers better deserve the thanks of a nation than the army of the Potomac for the deeds of the Peninsula campaign, and although that need was withheld from them by the authorities, I am persuaded they have received the applause of the American people.

The army of the Potomac was recalled from within sight of Richmond, and incorporated with the army of Virginia. The disappointments of the campaign on the Peninsula had not damped their ardor nor diminished their patriotism. They fought well, faithfully, gallantly, under General Pope; yet were compelled to fall back on Washington, defeated and almost demoralized.

The enemy, no longer occupied in guarding his own capital, poured his troops northward, entered Maryland, threatened Pennsylvania, and even Washington itself. Elated by his recent victories, and assured that our troops were disorganized and dispirited, he was confident that the seat of war was permanently transferred to the loyal States, and that his own exhausted soil was to be relieved from the burden of supporting two hostile armies. But he did not understand the spirit which animated the soldiers of the Union. I shall not, nor can I living, forget that when I was ordered to the command of the troops for the defence of the capital, the soldiers, with whom I had shared so much of the anxiety, and pain, and suffering of the war, had not lost their confidence in me as their commander. They sprang to my call with all their ancient vigor, discipline, and courage. I led them into Maryland. Fifteen days after they had fallen back defeated before Washington, they vanquished the enemy on the rugged height of South Mountain, pursued him to the hard-fought field of Antietam, and drove him, broken and disappointed, across the Potomac into Virginia.

The army had need of rest. After the terrible experiences of battles and marches, with scarcely an interval of repose, which they had gone through from the time of leaving for the Peninsula; the return to Washington; the defeat in Virginia; the victory at South Mountain, and again at Antietam, it was not surprising that they were in a large degree destitute of the absolute necessities to effective duty. Shoes were worn out; blankets were lost; clothing was in rags; in short, the army was unfit for active service, and an interval for rest and equipment was necessary. When the slowly forwarded supplies came to us I led the army across the river, renovated, refreshed, in good order and discipline, and followed the retreating foe to a position where I was confident of decisive victory, when, in the midst of the movement, while my advance guard was actually in contact with the enemy, I was removed from the command.

I am devoutly grateful to God that my last campaign with this brave army was crowned with a victory which saved the nation from the greatest peril it had then undergone. I have not accomplished my purpose if, by this report, the army of the Potomac is not placed high on the roll of the heroic armies of the world. Its deeds enable the nation to which it belongs. Always ready for battle, always firm, steady, fast, and trustworthy, I never called on it in vain; nor will the nation ever have cause to attribute its want of success, under myself, or under other commanders, to any failure of patriotism or bravery in that noble body of American soldiers.

No man can justly charge upon any portion of that army, from the commanding general to the private, any lack of devotion to the service of the United States Government, and to the cause of the Constitution and the Union. They have proved their fealty in much sorrow, suffering, danger, and through the very shadow of death. Their comrades dead on all the fields where we fought have scarcely more claim to the honor of a nation's reverence than their survivors to the justice of a nation's gratitude.

I am, sir, very respectfully, your obedient servant,
 GEORGE B. MCCLLELLAN,
 Major-General United States Army.

Brigadier-General L. THOMAS,
 Adjutant-General United States Army.
 WAR DEPARTMENT,
 Adjutant-General's Office, Washington, December 23, 1863.
 I certify that the above is a true copy of the original report on file in this office.
 E. D. TOWNSEND,
 Assistant Adjutant-General.

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MAJOR-GENERAL ROSECRANS closed a recent speech to the Missouri Legislature by saying, "I am no prophet and therefore do not predict an early conclusion; but I take great pleasure in saying that I have a profound conviction that the struggle will be concluded soon, that the contest will be over, that we shall have peace, that we shall have national security and a free republican government, notwithstanding anything that may now threaten us. I think the days are now brighter than they ever have been before; but we have yet, without remitting a single effort, to prepare for another struggle, and of course in that portion of my duties I shall be simply a military man, but in all other respects you may count upon me as one of the people, very desirous of bringing about the ends which I have thus explained; and I hope and trust we may all live to enjoy the benefits of that course and see it perfectly succeed."

THE Commission, consisting of Major-General HITCHCOCK, Brigadier-General CAMBY, and Major HALPIN, who have been revising the articles of war, have completed their labor and made a report to the Secretary of War. This report has been referred to the Judge-Advocate-General, and will soon be laid before Congress.

DIED.

LYNCH.—Killed at the battle of Mossy Creek, East Tenn., on December 29th, 1863. HANLEY S. LYNCH, First Lieutenant Co. G, and Acting Adjutant 15th Pennsylvania (Anderson) Cavalry.

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WAR DEPARTMENT.

Secretary of War.

Hon. Edwin M. Stanton—24 floor War Department.

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Major General H. W. Halleck—cor. F and 17th streets.

Adjutant General.

Brigadier General L. Thomas—War Department.

Judges Advocate.

Colonel Joseph Holt, Judge Advocate General—Winder's Building, corner F and 17th streets.

Major L. C. Turner, Judge Advocate, Department of Washington, No. 333 17th street.

Theophilus Gaines, Major and Judge Advocate, 224 Army Corps—cor. 15th and Pennsylvania streets.

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Lieutenant Colonel Elias M. Greene, Chief Quartermaster—Department of Washington—corner 15th and Pennsylvania streets.

Major M. B. Miller Post Quartermaster—office, 197 F street.

Captain D. G. Thomas, Military Store Keeper—304 H, near 17th street.

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Lieutenant Colonel John M. Cuyler, Acting Medical Inspector General, U. S. Army—Office, No. 302 H street, corner of 17th and G streets.

Lieutenant Colonel John Wilson, Medical Inspector U. S. Army, Inspector of the Army of the Potomac—Office, at Rev. Dr. Samson's Columbian College, Washington, D. C.

Lieutenant Colonel A. C. Hamlin, Medical Inspector Department of Washington—Office, 28 Louisiana avenue.

Surgeon R. O. Abbott, Medical Director, Department of Washington—132 Pennsylvania avenue.

Surgeon Basil Norris, to attend officers of the regular Army—corner of 14th and G streets.

Surgeon Thomas Antisliff, to attend officers of the Volunteer Army—Office in a frame building on the space between 18th and 19th streets, south side Pennsylvania avenue.

H. Johnson, Military Store Keeper, Acting Medical Purveyor—Office F street, between 17th and 18th streets.

General Hospitals are under the charge of Surgeon R. O. Abbott.

Examining Board for Assistant Surgeons of Volunteers.

Thomas Antisliff, President—Office, in a frame building on the space between 18th and 19th streets, south side Pennsylvania avenue.

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Colonel T. P. Andrews, Paymaster General—corner F and 15th streets.

Chief Clerk E. H. Brooke, Examination of Accounts—211 F street.

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Major Rochester—Discharge Office of all officers—corner F and 15th streets.

Major Potter—Discharge office of regulars, corner F and 15th streets.

Major Taylor—Discharge Office of volunteer soldiers, corner 15th street and New York avenue.

Engineer Department.

Brigadier-General Joseph G. Totten, Chief Engineer—Office corner F and 17th streets.

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Brigadier-General George D. Ramsay, Chief—Office, Winder's Building, corner F and 17th streets.

Military Department of Washington.

Major General C. C. Augur, Commanding Department—Headquarters, cor. 15th street and Pennsylvania Av.

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Captain H. W. Smith, A. A. G.'s Discharge Office for Department—132 Pennsylvania avenue.

Capt. H. B. Todd, Provost Marshal, District of Washington—corner 19th and I streets.

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Brigadier-General J. G. Barnard, Chief Engineer—office northwest corner Pennsylvania avenue and 19th streets.

Miscellaneous.

Colonel William Hoffman, Commissary General of Prisoners—115 F street, corner of 20th street.

Colonel D. C. McCallum, Superintendent of Military Railroads—250 G street, near 17th street.

Brigadier-General William F. Barry, Chief of Artillery—corner 19th and H streets.

Brigadier-General Jas. H. Wilson, in charge of Cavalry B. Co.—Office, 374 H street, Demeroux or Chain Building.

Captain H. Clay Wood, Commissary of Musters—corner 19th and G streets.

Major G. W. Foster, Assistant Adjutant General, Chief of Colored Bureau—331 17th street, opposite War Department.

Under General Orders No. 144, a Board is now in session at No. 212 F street, Washington. Applicants for examination for commissions in colored regiments are referred to the General Order—No. 144—for information how to get authority to appear before it. Maj. Gen. Silas Casey is President of the Board.

The Commission of which Brigadier-General Ricketts is President, is in session daily, except Sundays, in a frame building on the space between 18th and 19th streets, north side of Pennsylvania avenue, for the examination of cases of officers published for dismissal.

A Board to examine officers of the Regular Army who may be ordered before it, with a view to placing them on the retired list, is in session at Wilmington, Delaware. Major General McDowell is President of this Board.

All applications by officers for leaves of absence, or by soldiers for furloughs, on account of wounds, or sickness, must be made, if the applicant is rightfully within the limits of the department, to Major General Augur, at the head quarters, Department of Washington, corner of Pennsylvania avenue and Fifteenth and a-half street.

NAVY DEPARTMENT.

Office of the Secretary of the Navy.

Hon. Gideon Welles, Secretary, Washington.

Guistavus V. Fox, Asst. Sec'y, " "

William Faxon, Chief Clerk, " "

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Bureau of Equipment and Recruiting.

Commander Albert N. Smith, Acting Chief of Bureau.

Bureau of Navigation.

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Bureau of Ordnance.

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Bureau of Medicine and Surgery.

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Rear-Admiral David G. Farragut, commanding Western Gulf blockading squadron, New Orleans.

Acting Rear-Admiral James L. Lardner, commanding West India squadron, Havana.

Acting Rear-Admiral Charles H. Bell, commanding Pacific squadron.

Acting Rear-Admiral Theodoros Bailey, commanding East Gulf blockading squadron.

Acting Rear-Admiral Samuel Phillips Lee, commanding North Atlantic blockading squadron, Hampton Roads.

Rear-Admiral John A. Dahlgren, commanding South Atlantic blockading squadron.

Rear-Admiral D. D. Porter, commanding Mississippi Squadron.

ADVERTISEMENTS.

Advertisements of a character suited to the columns of the Journal will be inserted, to a limited extent, at twenty cents a line each insertion. Advertisers are requested to make their favors as short as possible.

PROPOSALS FOR MATERIALS FOR THE NAVY.

NAVY DEPARTMENT.

BUREAU OF STEAM ENGINEERING.

February 14, 1862.

SEALED PROPOSALS to furnish materials for the Navy for the fiscal year ending June 30, 1864, will be received at the Bureau of Steam Engineering until 10 o'clock of the 21st day of March next, at which time the opening will be commenced.

Proposals must be endorsed "Proposals for materials for the Navy," that they may be distinguished from other business letters, and directed to the Chief of the Bureau of Steam Engineering.

The materials and articles embraced in the classes named are particularly described in the printed schedules; any of which will be furnished to such as desire to offer, on application to the commandants of the respective yards, or to the navy agent nearest thereto, and those of all the yards on application to the Bureau. This division into classes being of the convenience of dealers in each, such classes only will be furnished as are actually required for bids. The commandant and navy agent for each station will, in addition to the schedule of the yards of their own yards, have a copy of the schedules of the other yards for examination only, from which may be judged whether it will be desirable to make application for any of the classes of those yards. All other bidders being equal, preference will be given to articles of American manufacture.

Offers must be made for the whole of the class at any yard upon one of the printed schedules, or in strict conformity herewith, or they will not be considered.

Upon application to the Bureau to the commandant of any yard, or to any navy agent, the form of offer, of guaranty, and other necessary information respecting the proposals will be furnished.

The contract will be awarded to the lowest bidder, who shall proper guaranty, as required by law of 10th August, 1846,—the Navy Department reserving the right to reject the lowest bid, if deemed exorbitant.

The contracts will bear date the day the notification is given, and deliveries can be demanded.

Bidders in the full amount will be required to sign the contract, and their responsibility certified to by a United States district judge, United States district attorney, collector, or navy agent. As additional securities, twenty per centum will be withheld from the amount of the bills until the contract shall have been completed; and eighty per centum of each bill, approved in triplicate by the commandants of the respective yards, will be paid by the navy agents at the points of delivery, in funds or certificates, at the option of the Government, within ten days after the warrant for the same shall have been passed by the Secretary of the Treasury.

The following are the classes required at the respective navy yards:

KITTERY, MAINE.

Class No. 1, Boiler Iron, &c.; No. 8, Metallic Oil; No. 10, Engineer Stores; No. 15, Tubing, &c.; No. 18, Steel; No. 19, Zinc.

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No. 1, Boiler Iron; No. 3, Boiler Felling; No. 4, Gum Packing, Rubber Hose, &c.; No. 5, Lubricating Oil; No. 6, Lined Oil, Turpentine, and Alcohol; No. 7, Lead Oil; No. 9, Tallow and Soap; No. 10, Engineers' Stores; No. 11, Engineers' Tools; No. 12, Engineers' Instruments; No. 14, Wrought-Iron Pipes, Valves, &c.; No. 16, Steel; No. 17, Iron Nails, Bolts, and Nuts; &c.; No. 18, Copper; No. 19, Tin and Lead; No. 20, White Lead; No. 21, Zinc Paint; No. 22, Colored Paints, Dryers; No. 23, Stationery.

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For Interest on Investments..... 652,976 83

Total..... \$2,091,301 62

During the year the Company has paid for Claims by Death, \$464,028, and for Dividend Additions to same, \$177,825 90.

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Balance due from Agents... 13,184 55

Total..... \$10,029,264 81

The Gross Assets of the Company, including Accrued Interest, Accrued Semi-Annual and Quarterly Premiums, etc., amount to..... \$10,884,676 10

Increase in net Cash Assets during year..... \$1,116,211 87

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Number. Amount.

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Net Increase during the year..... 2,063 6,886,575

Dividends to the amount of \$12,500,000 have been added to the sums originally insured, under Policies issued by this Company to Feb. 1, 1863.

The following descriptions of Policies are issued by this Company, the premiums on which are payable yearly, half-yearly, quarterly, by a single payment, or by a definite number of annual installments, at the option of the party assured:

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2d.—LIFE POLICIES on which the premiums are made payable in ten annual installments.

The rates of such premiums charged by this Company are LOWER, while the dividends are GREATER, than in any other Life Company in the United States. As an additional inducement, the Company will, on surrender of such policy, at any intermediate time after the second year, issue a paid-up policy for an equitable sum, which they will guarantee SHALL EXCEED the proportionate amount.

This plan obviates one of the greatest objections to life insurance, namely, the uncertainty of being able to continue the customary payments of premiums during the later years of life.

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AND

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These guns are to be sold by the pound, and one-
half the purchase-money is to be paid at the comple-
tion of the sale, and the other half upon the removal
of the guns by the purchaser, which removal must
take place ten days after the sale, and at the expense
of said purchaser.

H. A. WISE,
Chief of Bureau.

BUREAU OF ORDNANCE, NAVY DEPARTMENT,
WASHINGTON CITY, Feb. 17, 1864.

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LIVINGSTON SATTERLEE, Secretary.

1864. FURLONGHS. 1864.

Officers and soldiers, visiting the city on furlough,
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**PROPOSALS FOR RAISING
WRECKED AT NORFOLK, VA., AND IN
THE VICINITY.**

NAVY DEPARTMENT, February 4, 1864.
PROPOSALS will be received at the Navy Depart-
ment until the 3d day of March, 1864, for raising or
wrecking and removing the materials, and delivering
at the United States Navy Yard, Gosport, Va., the
wrecks of the following ships, viz:

Frigates *Cumberland* and *Congress*, at Newport
News; and *Merrimack*, near Craney Island.
The small steamer *Whitcomb*, at Old Point.
Frigates *Raritan* and *Columbia*, and Line-of-battle
ships *Pennsylvania*, *Delaware* and *Columbia*, in the
vicinity of the Navy Yard.

Bidders for this contract will take into consideration
that the Government requires the Frigate *Cumberland*,
and whatever may be on board of her, either public
or private property, to be delivered at the Navy Yard,
Gosport, Va., or at any other convenient place which
the Government may designate, without any further
mutilation than may be absolutely necessary to raise
her.

It will be required by the Government that the con-
tractors commence as soon as practicable on the *Cum-
berland*, and not to engage or commence on any other
wreck, without permission from the Government, until
she is disposed of.

The Government will also claim the right of designat-
ing the order in which, after the *Cumberland*, the
wrecks are to be raised; also to determine whether a
wreck shall be blasted or raised whole.

No sale or appraisement can be claimed by the con-
tractors on any wreck until all the vessels named shall
have been removed, and duly received by the com-
mandant, unless by authority of the Navy Depart-
ment.

No wreck will be considered removed while any
portion of keel or floor timbers remain.

All the wrecks, as well as fragments of timber and
other material (which may be the result of blasting),
must be deposited at the Navy Yard, at such place or
places as the commandant may designate. And such
property, after having been received by the command-
ant, shall be considered in charge of the United States
Government, until disposed of agreeably to the specifi-
cations of the contract to be made.

All the appliances used in raising the wrecks must
be furnished at the expense of the contractors.

The offer must state the rate per centum, or salvage
for raising and delivering each vessel, also for wreck-
ing, the value to be ascertained and determined by two
persons to be appointed by the Department, and one
person to be appointed by the contractors, or on the
actual proceeds of a sale at public auction, for the
whole or any part, as the Department may elect. The
offer must be accompanied by the guarantee of re-
sponsible parties that the contract will be executed if
awarded. The Department reserves the right to re-
ject all bids of parties who have not the proper means
provided for executing the work, and of annulling the
contract if the work is not executed in due proportion
to the time fixed for completion. The proposition
must also state the time required to do the work.

Proposals will be marked, "Proposals for raising
wrecks at Norfolk," so, as to prevent them being
opened with other letters.

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lessness, to injure the reputation of our genuine pro-
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from imposition, we again publish the trade marks by
which our Watches may invariably be known.

We manufacture four styles of Watches—
The first has the name
"AMERICAN WATCH CO., Waltham, Mass." engraved on the inside plate.

The second has the name
"APPLETON, TRACY & CO., Waltham, Mass." engraved on the inside plate.

The third has the name
"P. S. BARTLETT, Waltham, Mass." engraved on the inside plate.

All the above styles have the name "American
Watch Co." painted on the dial, and are warranted in
every respect.

The fourth has the name
"WM. ELLERY, Boston, Mass." engraved on the
inside plate, and is not named on the dial.

All the above described Watches are made of var-
ious sizes, and are sold in gold or silver cases, as may
be required.

It is hardly possible for us to accurately describe
the numerous imitations to which we have alluded.
They are usually inscribed with names so nearly ap-
proaching our own as to escape the observation of the
unaccustomed buyer. Some are represented as made
by the "Union Watch Co., of Boston, Mass."—no
such company existing. Some are named the "Sol-
dier's Watch," to be sold as our Fourth or Wm. El-
lery style, usually known as the "Soldier's Watch;"
others are named the "Appleton Watch Co." others
the "P. S. Bartlett," instead of our P. S. Bartlett.
Besides many varieties named in such a manner as to
convey the idea that they are the veritable produc-
tions of the American Watch Company.

A little attention on the part of buyers will protect
them from gross imposition.

ROBBINS & APPLETON,
Agents for the American Watch Company,
182 Broadway, New York.

THE DERINGER PISTOL.

TIFFANY & CO.,
550 AND 552 BROADWAY, NEW YORK,
SOLE AGENTS FOR NEW YORK AND THE
EASTERN STATES.

By a recent arrangement with Mr. DERINGER, the
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for New York and New England, of the well-known
pocket arm of which he is the inventor and only
manufacturer. They propose keeping constantly in
store a full assortment, comprising all sizes and fin-
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able to fill Trade Orders with promptness, at manu-
facturers' prices. The arrangement has become neces-
sary on the part of Mr. Deringer, in order to protect
the public from spurious articles assuming to be his
wares, and that purchases only, wholesale or retail,
will be safe who appreciates this fact.

Dec. 18, 1863. TIFFANY & CO.

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Loans promptly executed.

\$2,000,000 LOAN OF THE COUNTY OF NEW YORK.

Subscriptions are hereby invited to a loan of Two
Million Dollars, authorized by an ordinance of the
Board of Supervisors approved by the Mayor, Octo-
ber 31, 1863, entitled, "An Ordinance for the procure-
ment of substitutes for drafted soldiers for the armies
of the Union, provided the same can be counted and
allowed on the quota of the city and county of New
York in any future draft."

The proper books for such subscriptions will be
opened at the Comptroller's office, on and after Tues-
day, the 17th day of November instant, and remain
open until the whole sum shall be taken.

Subscribers will be required to deposit with the
County Treasurer at the Broadway Bank, within five
days after entering their subscriptions, the amount
subscribed for by them respectively, and on present-
ing their receipts for the money to the Comptroller,
they will be entitled to receive the bonds of the county,
for equal amounts, redeemable on or before June
1, 1864, with interest from the date of payment, at
the rate of six per cent per annum.

MATTHEW T. BRENNAN, Comptroller.

CITY OF NEW YORK, DEPARTMENT OF FINANCE,
COMPTROLLER'S OFFICE, Nov. 16, 1863.

FRICK'S UNITED STATES

MILITARY AND NAVAL AGENCY.

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Do. do. do. ad-

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Total.....\$777 00

GEORGE OPDYKE, Mayor,

MATTHEW T. BRENNAN, Comptroller,

ORISON BLUNT, Supervisor,

ELIJAH F. PURDY, Supervisor,

WILLIAM R. STEWART, Supervisor,

WILLIAM M. TWEED, Supervisor,

ORISON BLUNT, Chairman

New York, Nov. 16, 1863.

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URDAYS, at 10 A. M., from foot of High street,
Georgetown, and Pier 15, foot of Wall street, New
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JAMES HAND, Agent,

117 Wall street, New York.

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P. M. only.

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3-10, 5, and 8-30 P. M., daily, except Sunday. On Sun-
day at 8 A. M. and 8-10 and 8-30 P. M.

FOR ALL PARTS OF THE WEST.

Leave Washington at 6-35 and 8 A. M., and 8-30 P. M.
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COMMUTATION TRAIN.

Leave Washington daily, except Sunday, at 4-30 P. M.
The first and fourth trains from Washington, and
fourth and fifth trains from Baltimore, stop at all
way points.

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Leave Baltimore at 2-50, 5-50, and 10-20 A. M., and
3-15, 4-35 and 7-35 P. M. On Sunday at 3-50, and 5-30
A. M., and 3-15 P. M.

COMMUTATION TRAINS.

Leave Baltimore daily, except Sunday, at 7-15 A. M.

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Leave Washington at 8 A. M. and 3-10 P. M.
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For further information, tickets of every kind, &c.,
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